

OCTOBER 1961

THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE

**WHAT YOU
WERE
PROMISED**

Read the record of
Congress in this
issue and learn
why it is so urgent
for you to join and
support DRIVE, your
Union's legislative
and political arm.

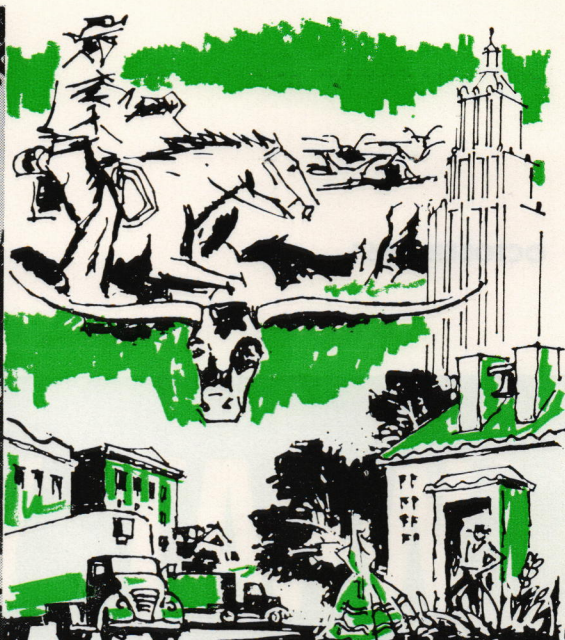
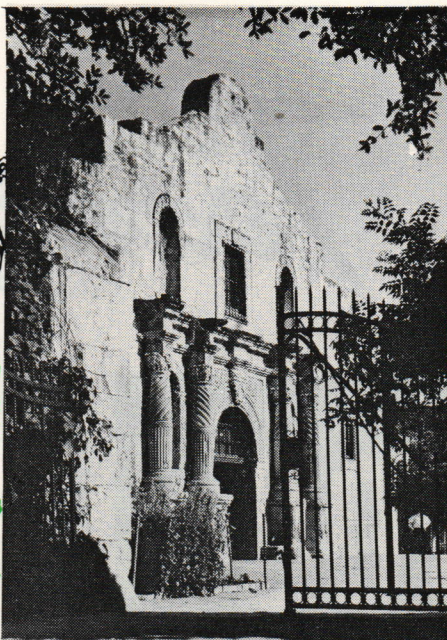
(see back cover)

and

the
Record
of the
1st Session,
87th Congress

**WHAT
YOU
GOT**

SEE PAGE 4



The Teamsters Salute San Antonio

SAN ANTONIO, a historic city of the great Southwest, rich in the romantic saga of Texas, had its beginning with establishment of the Franciscan mission of San Antonio de Valero in 1718. Today's modern city of 584,471 is 17th-ranking in the U. S.

When the Mexican state of Texas rebelled in 1836, San Antonio was a focal point. A Mexican force marched in to put down the insurrection and 187 Texans battled to the death of the last man on March 6, 1836, in the chapel of the mission. This was the famous Battle of The Alamo.

Today San Antonio's military heritage remains; it is the home of the largest U. S. military establishment. Here is Fort Sam Houston, headquarters of the Fourth Army and site of the Brooke Army Medical Center, and Kelly, Lackland, Randolph and Brooks Air Force Bases. There are few in military service not familiar with "San Antone."

Centered in southwest Texas, San Antonio is a well-known winter resort. There are 56 public parks and many facilities for golf, tennis, horseback riding and other outdoor pursuits available through the winter. The city is laced with 30 miles of picturesque waterways which meander through its 70 square miles. The Fiesta de San Jacinto, a week-long annual celebration, marks the winning of Texas independence with dances, fetes, and a colorful parade.

Only 150 miles from the Mexican border, it has an active export-import trade. There are about 750 wholesale establishments and its big cattle market trades hundreds of thousands of livestock each year.

To transport the cattle, carry the wholesale trade, and supply its residents and visitors, San Antonio depends to a great extent on the members of Teamster Local 657, a member local of Joint Council 58. We salute them and "The Alamo City."

America's Cities—No. 19 in a Series



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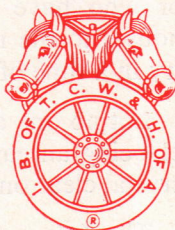
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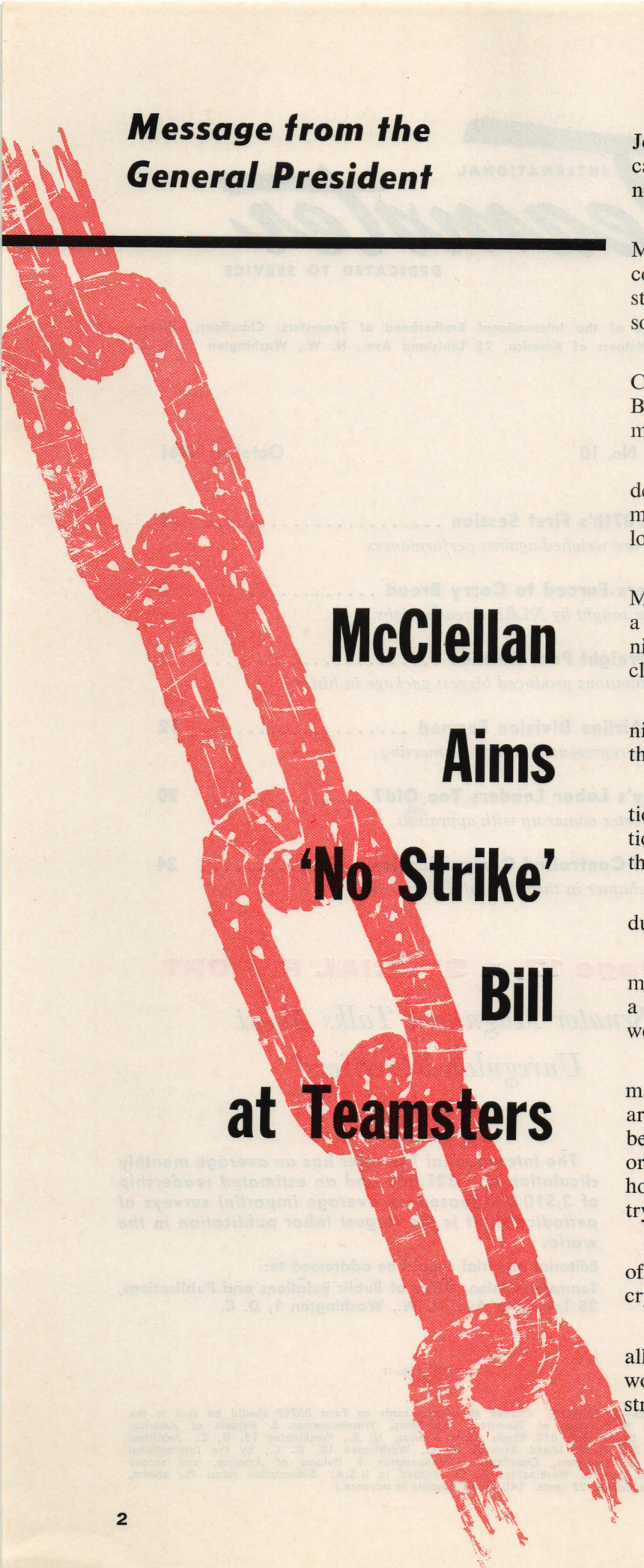
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Message from the General President



McClellan Aims 'No Strike' Bill at Teamsters

The union-busting team of Bobbie Kennedy and John McClellan is still going strong in the nation's capitol, but the level of command has been reversed now that Bobbie's brother is in the White House.

While Bobbie used to do the dirty work as McClellan played pious in the Labor-Management committee's chairmanship, Bobbie now has cabinet stature and McClellan is the hatchet man. Politics sometimes play fast and loose with fate.

No one was surprised—in the final week before Congress adjourned—when McClellan introduced Bobbie's latest GET HOFFA bill which would make it illegal for Teamsters to strike.

It was indeed surprising, however, that even this demagogue would infer that over one and a half million rank-and-file Teamster members are not loyal Americans.

On September 19, 1961, on the Senate floor, McClellan introduced Bobbie Kennedy's bill with a speech greased with all the lubricants and techniques of vicious propaganda. It was a sly and clever subterfuge.

He calls Harry Bridges "one of the top Communists in the U.S. and one of the most important from the standpoint of interest of the Soviet Union."

Then he stated that "the Hoffa-Bridges association will open opportunity for Communist infiltration of the Teamsters, with the strong possibility that Bridges will ultimately dominate both unions."

In other words, you and your wives are easy dupes for the Communists.

I most vigorously resent this sly innuendo by the man whose record in the U.S. Senate places him on a level with all-time foes of the working men and women of America.

I would remind McClellan that the grave-side markers on the battlefields throughout the world are lasting tribute to the loyalty of Teamster members who have stepped from the cab of their trucks or who have marched out of the nation's warehouses to the recruiting station to serve their country in a time of need.

Let no one accuse the Teamsters of disloyalty, or of being an easy mark for the Reds. Our record is crystal clear on that.

The International Brotherhood of Teamsters led all labor with a "no strike" policy for members working on defense sites. Teamsters have yet to strike at any of the Atlas or Titan ICBM sites.

McClellan would have you believe otherwise.

Let me say this of Harry Bridges:

If Senator McClellan represented the people of Arkansas as well as Bridges represents the members of his union, citizens of Arkansas would not be working for wages as low as 30 cents an hour.

He told the Senate he was introducing his bill when he did, near the session's conclusion, to give other senators time to study its "complex terms" after congress adjourned.

Let's get the record straight here.

His timing was the technique of a cheap politician, not an honest effort to give time to study. He timed it to give newspapers, radio and television time to create labor hysteria before Congress reconvenes.

He timed it to coincide with the end of the 80-day cooling off injunction levied against the maritime unions.

His timing had nothing to do with a "desire" to give people time to understand his anti-union measures. His timing was slyly calculated to obtain the most propaganda mileage.

Here's what McClellan's bill would do:

Amend the Sherman Anti-Trust Law, and other statutes, to make it unlawful for any labor union to act in concert with any other labor group—even if it is a sister local of the same international union—to engage in any strike against an employer engaged in transportation of persons or freight between two or more states.

In short, it would be illegal for Teamsters to strike, picket, boycott, or place companies on the unfair list. Included in this application of anti-trust would be the railroad brotherhoods and the maritime unions.

To what do the anti-trust laws apply now? To goods shipped between the various states.

McClellan's regard for Americans working in transportation is that they are no different than a load of dirt in commerce.

We know transportation workers because we have spent our share of time on the dock and in the cab of a truck.

We know that when these people go without food, they experience hunger. We know that they react to personal tragedy with sorrow.

We know that they react to good fortune with happiness. We know that they bleed when injured and experience pain. We know their devotion to their loved ones. We know that when they are op-

pressed they fight back. That they are full of vitality when they are young, that they grow old and die.

We know the difference between a commodity and a human being.

It is tragic that so few of our lawmakers have never earned a day's pay with their hands, have never had to put a paycheck into a sweat soaked bill fold in the pocket of dirty overalls. It is tragic that McClellan doesn't know Americans as human beings.

When Landrum-Griffin was being debated, we travelled the length and width of this country to alert organized labor of its dangers. Now we live with Landrum-Griffin day by day.

It is my sincere prayer now that leadership of the AFL-CIO today realizes that what was headlined to be a "Get Hoffa" bill is now part of their daily bread.

I hope from the bottom of my heart that organized labor realizes the latest McClellan onslaught for what it is—the final phase of the nation's anti-union element to destroy America's free labor movement as it has been destroyed in Russia.

If anti-trust is applied to any segment of labor, all unions in this country will be nothing more than company unions with management sitting in on your meetings to formulate contract demands which you have no power to negotiate.

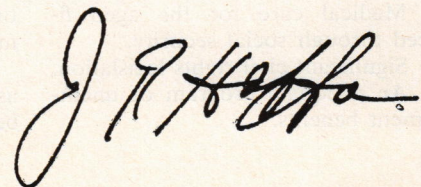
What is the real threat to this country? Is it a free labor movement?

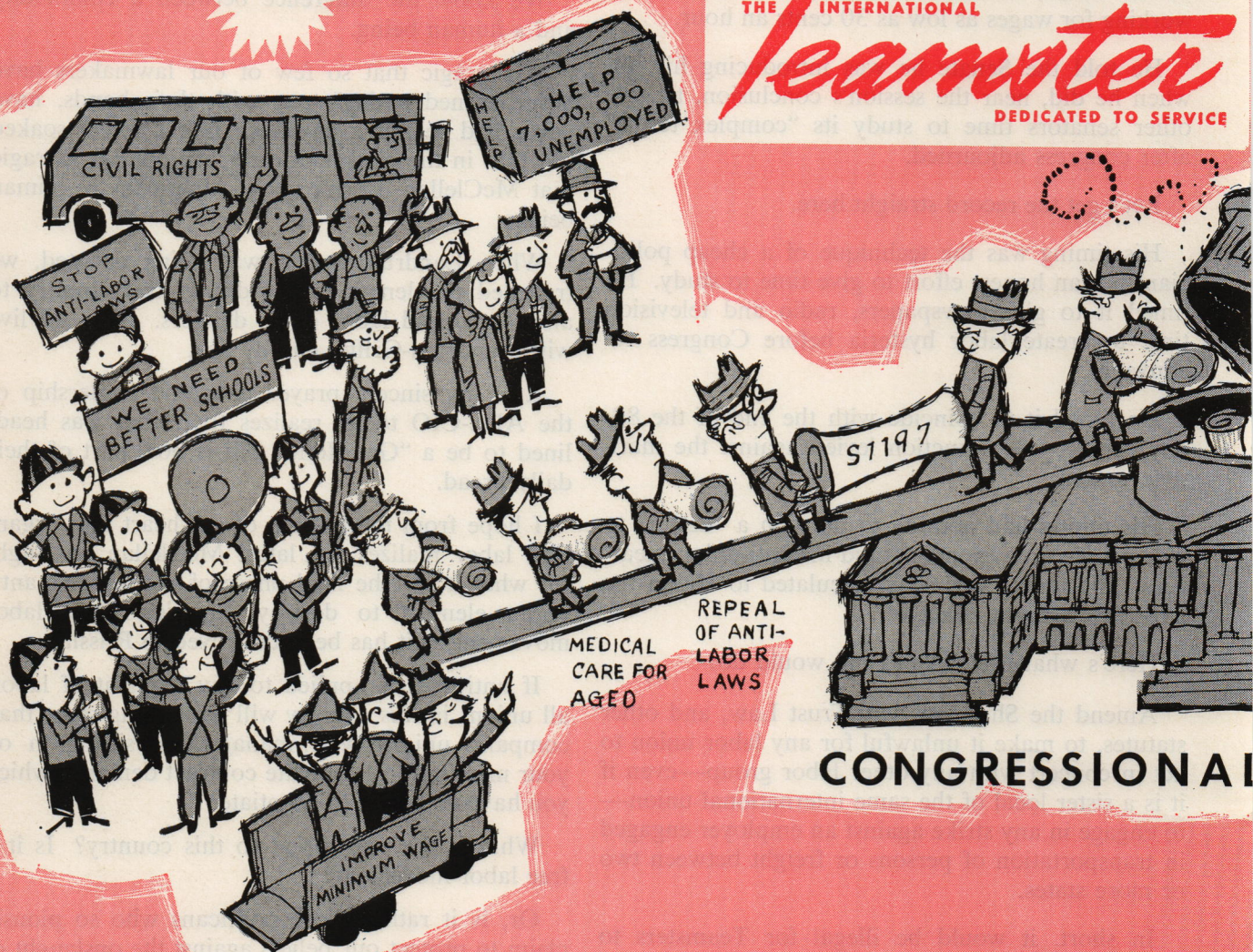
Or, is it rather those politicians who so piously claim to protect our beliefs against the onslaught of Communism, when, in fact, they never understood the meaning of American freedom, long-ago forgot what our forefathers fought for, or never really subscribed to the Bill of Rights in the first place.

Congressmen and senators are returning home now that Congress has adjourned. And, Brothers and Sisters, you'd better look them up.

You'd better talk to them, let them know what you think of McClellan's proposal to reduce you to the same status as a bale of cotton shipped from the fields to the mills to be fed to a machine.

The test is here, and it is simple. Will American working men and women stand up to remain free, or are they too apathetic to protect their rights?





Promise vs. Performance

Report on 87th's First Session

WHEN the First Session of the 87th Congress convened last January under the shadow of a new administration and something called the New Frontier, it seemed as if the prestige of the White House would at last be thrown behind legislative goals outlined during the political campaign of last fall.

Now that Congress has adjourned.

The country is still without:

1. A Federal Aid to Education Bill.
2. Medical care for the aged financed through social security.
3. Significant civil rights legislation.
4. An adequate program of unemployment benefits.

5. Repeal of the glaringly punitive sections of Landrum-Griffin.

The nation still has:

1. Only a watered down improvement in minimum wages.
2. An encumbered National Labor Relations Board.
3. Section 14(b) of Taft-Hartley permitting state 'right-to-work' laws.
4. A confused National Transportation Policy administered by a railroad-oriented Interstate Commerce Commission.

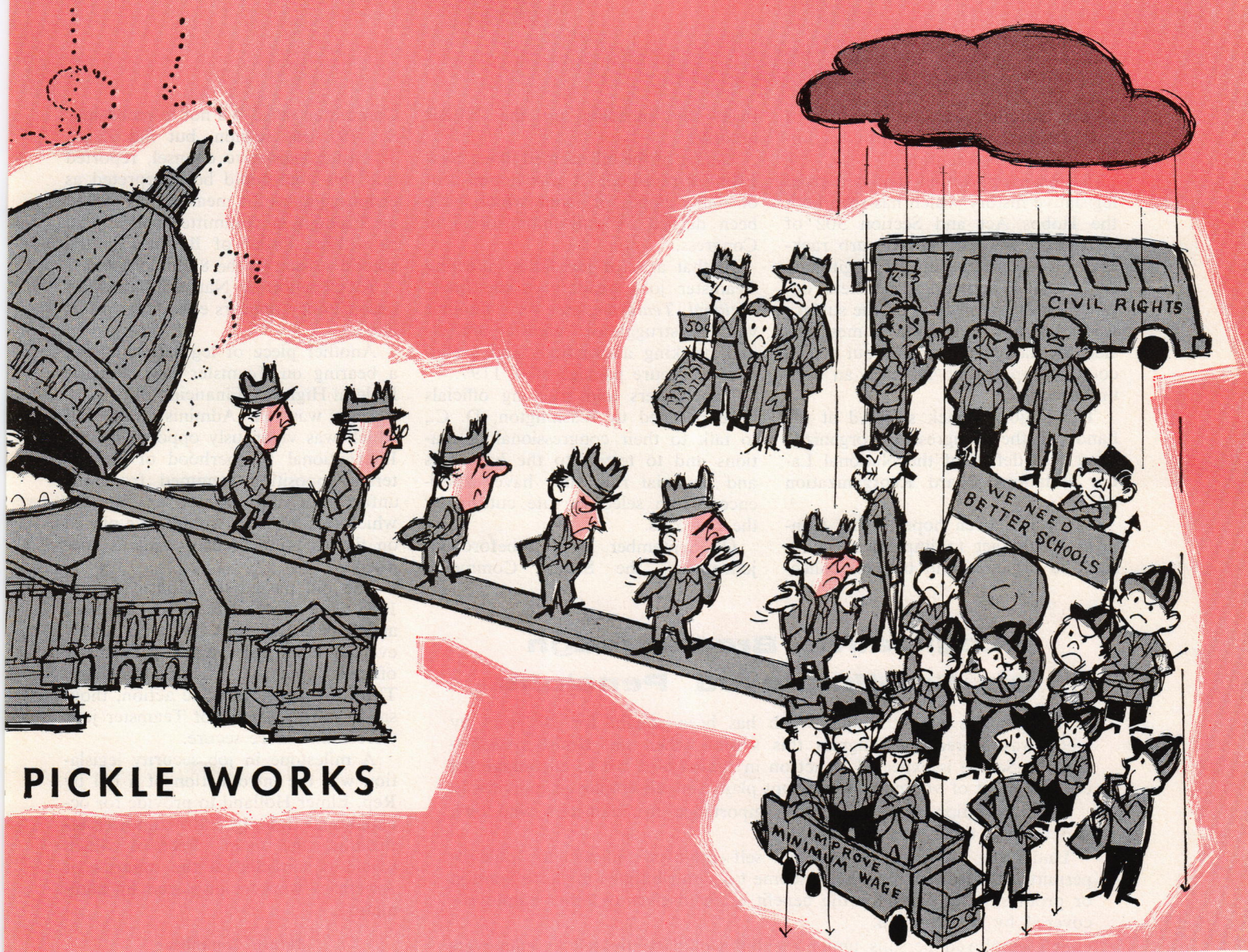
And, the country is left without any assurances that serious problems will be met without legislation which will

infringe on precious American freedoms.

In the face of the Berlin crisis and the threat of thermonuclear war, domestic issues have been shuffled to inside pages of daily newspapers. Yet, many significant actions and inactions stand out which vitally affect the domestic scene.

For Teamster members and their families, legislative priority and importance fell into three categories:

1. Legislation affecting Teamster jobs.
2. Legislation affecting union security.



PICKLE WORKS

3. General welfare legislation.

The adjourned session was a busy one for Teamsters and their wives. Teamster officials many times made the trip to Capitol Hill from IBT headquarters to testify before committee hearings.

Teamster wives from across the land came to Washington, D. C. Their interest in the legislative process urged them on to money raising events in their own communities to finance these legislative visits.

Their activity in Washington ranged from observation of congressional doings in the senate and house galleries, to visiting with their congressman in offices and lunching with them, to a visit to Attorney General Bobby Kennedy's office, to yes, even picketing the White House to pressure for action on S. 1197, designed to stop railroad selective rate cutting.

Tragically, it was a legislative ses-

sion in which labor's strength was dissipated as the divided House of Labor went different ways.

AFL-CIO President George Meany placed the future of the free labor movement in second place as he directed his primary efforts toward passage of general welfare legislation.

The International Brotherhood of Teamsters, and other AFL-CIO unions acting independently of their allegiance to the Federation, did not overlook the glaring need for passage of general welfare legislation, but concentrated heavily on preserving the free labor movement in America.

As Teamster General President James R. Hoffa has pointed out many times, general welfare legislation is possible—and an actuality—in totalitarian states, but a free labor movement is always the first target of a dictator or a tyrant.

Once the labor movement is no

longer free, the entire broad spectrum of individual freedoms is only a memory of men who once knew liberty.

Most disturbing in the area of infringement upon basic civil liberties and upon union security, too, has been legislation originated in the Attorney General's office. Such legislative recommendations from that office have been of the "motherhood" variety, ones which in generalities encompass "goodness," but which contain dangers to basic freedoms.

It is in this area where faint hearts have hesitated to speak out against the dangers, but the International Brotherhood of Teamsters has opposed those provisions which it thought could be used to threaten union security and freedom.

One was a recommendation from Bobby Kennedy which would have permitted admission of evidence secured by wire tapping into federal

courts. Another was the exchange of constitutional rights in return for immunity from prosecution.

Teamster opposition stemmed from legislative history which has seen both the Hobbs Act and Section 302 of Taft-Hartley—designed to curb racketeering—used to thwart legitimate trade union activity. Teamsters opposed legislation, which on the surface were directed at specific crimes outside the labor movement, but which could be applied to labor in an anti-union court.

The major setback suffered at the hands of the Congress by organized labor was defeat of the National Labor Relations Board Reorganization bill.

Labor had been hopeful that Congress would act to implement man's right to organize and bargain collec-

tively by speeding up the NLRB process.

Defeat of the bill seemed like a New Frontier revisited. It was reminiscent of many hopes of labor which have been dashed by anti-union forces in Congress.

In that area of legislation affecting Teamster jobs, readers of the *International Teamster* are very familiar with the struggle of Teamster officials and trucking associations and executives to secure passage of S. 1197.

Car haulers and trucking officials have paraded to Washington, D. C., to talk to their congressional delegations and to testify to the hardships and financial ruin they have experienced from selective rate cutting by the railroads.

On September 15, just before adjournment, the Senate Commerce

Committee voted 9-8 not to reconsider S. 1197 this session, but Sid Zagri, Teamster legislative counsel, reported that this vote could be interpreted as encouraging as the measure has picked up strength in committee and should be a First Order of Business in the second session of the 87th Congress.

A full report on National Transportation Policy appears elsewhere in this issue.

Another piece of legislation having a bearing on Teamster jobs was the Federal Highway Financing Bill.

This was an Administration bill which was vigorously opposed by the International Brotherhood of Teamsters. Opposition stemmed from the unfair and unbearable tax burdens which this measure would have placed on the trucking industry and its suppliers.

The bill passed the House May 4, 1961, and the Senate June 15, 1961, and was signed into law with nearly every amendment sought by Teamster officials and the trucking industry. Thus, through legislative action, thousands and thousands of Teamster jobs were made more secure.

A milestone in job security legislation was the introduction of a bill by Rep. Elmer Holland to provide for occupational training and manpower utilization, the main affect of which would be directed at the miseries of American workers displaced by automation.

Before Committee

This measure is now in the House Rules Committee and is expected to receive early action when the second session convenes.

A highlight preceding introduction of the Holland measure was the committee testimony of Harold J. Gibbons, executive vice president of the Teamsters. Following Gibbons' forthright testimony, Congress was stuck with the fact that even though thousands and thousands of workers have been displaced by automation, not one single government agency is charged with collecting data on automation and human misery it causes.

The Holland bill provides that the Secretary of Labor will be charged with collection of such data and be required to report his findings to the President and to the Congress.

Again this year, Congress acted in the area of health and welfare and pension disclosure by union and management.

Agreeing in principle with the bill,

Legislative Breakthrough On Self-Employed Pensions

A legislative breakthrough which has been sought for 10 years by labor was scored in Congress this session when the House passed—and the Senate is expected to act on in January—a bill to encourage the establishment of voluntary retirement plans for self-employed individuals.

This legislation is of particular importance to Teamsters who own and operate their own equipment.

Under the provisions of the bill, self-employed individuals would be permitted to deduct from their income tax contributions made to pension or profit sharing plans for the benefit of themselves or other employees covered by such a plan.

Self employed persons under the bill would be treated as employers of themselves.

Generally, a self-employed individual who owns more than a 10 per cent interest in his business would be allowed to contribute each year to a retirement plan for himself, up to 10 per cent of his earned income for that year, or \$2,500, whichever is smaller.

But, not all of the amount actually contributed for a self-employed person could be deducted for tax purposes.

The first \$1,000 contributed and half of the contribution in excess of \$1,000 could be deducted each year.

This means that the owner-operator who makes the maximum annual contribution of \$2,500 could deduct \$1,750 from his income tax.

A further proviso for entering into the plan is that the owner-operator provide retirement benefits for his employees, if any.

Such plans could not exclude any employee who has at least three years of service, other than part-time, seasonal, or temporary workers.

The retirement fund permissible under this measure would be lodged with a bank as trustee; invested in non-transferable annuities with an insurance company; or invested in a new series of government bonds authorized for this purpose.

These new bonds would be non-transferable, non-redeemable before age 59½ (except in the case of disability or death) and would be issued only in the names of individuals.

More than seven million persons now paying income taxes would be permitted to establish retirement plans under this legislation.

Teamsters found it necessary to oppose the bill as presented by the Administration as it granted sweeping powers to the Secretary of Labor, because it provided for duplication of penalties for violation, and placed no reasonable limits on investigation.

Most objectionable features of this bill were removed before final passage.

There were the perennial attempts to pass legislation which would have made all economic strikes illegal without a secret vote, one which would have made checkoff of union dues illegal, and one which would have placed organized labor under the anti-trust laws. None were successful.

On the plus side was the realization of a 10-year dream for organized labor when the House approved a measure to encourage the establishment of voluntary pension plans for self-employed individuals. This bill is of particular significance to Teamster members who own their own equipment. (See separate story.)

Through the good work of Rep. Frank Kowalski, attention was sharply focused on attempts to charge costs of strikes to the government.

Kowalski made much of the attempt of United Aircraft Corp. to collect \$7½ million for a subsidiary, Pratt & Whitney, to offset added costs to a contract resulting from a strike by Machinists.

The Connecticut congressman is leading a fight to have the Defense Department insert a clause in contracts to prevent taxpayer subsidy of a strike and to prevent the government from becoming the third party to a labor dispute.

Limited hearings have been held on Kowalski's proposal and Teamsters are pushing for more extensive airing of this subject.

Biggest Plum

The Administration's biggest plum came in the area of general welfare legislation with passage of the Housing Bill, generally conceded to be the most important and far reaching housing bill since the days of Franklin D. Roosevelt.

Along with the plums, however, were some bitter thorns, such as what finally evolved in minimum wage legislation.

Instead of hiking the minimum to \$1.25 per hour, the bill takes those already covered to \$1.25 in three steps, includes far too few in coverage for the first time and increases them to \$1.25 in five years, and completely

ignores millions of workers who need coverage the most.

The final bill was a far cry from campaign promises.

Other areas of moderate congressional accomplishment include the depressed areas bill, moderate social security improvements, aid to dependent children of chronically unemployed parents, and a bill designed to help the wages of farm laborers.

The Administration record in the area of civil rights must surely chill the spirit of the country's liberal element.

AMA Victory

Congress did pass legislation extending unemployment compensation for those who had exhausted their benefits, and Teamster testimony on the measure was that the bill was inadequate, that it did not provide protection for a great many American workers, that the amount of benefit to the worker depends on the soundness of the jobless benefit program in his state, that the measure is discrimina-

tory against workers in states with poor plans, and that no federal standards or required state participation were included in the bill.

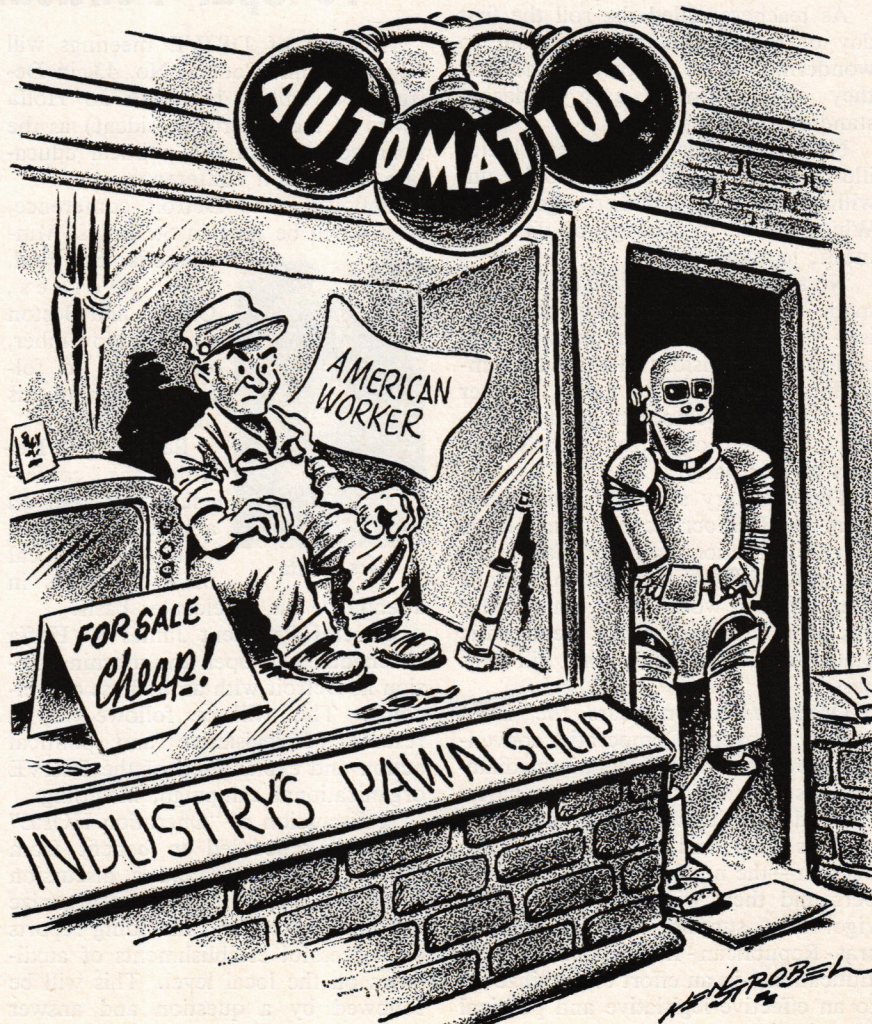
Regardless of one's sentiments about the lobbying tactics and goals of the American Medical Association, it must be said that the nation's organized doctors completely blocked passage of medical care for the nation's aged through social security.

Legislative Leftover

High on the Administration's 1960 political campaign, such medical care for the aged is as cold as yesterday's mashed potatoes to be warmed again with the rest of the legislative leftovers in the second go-round of the 87th Congress.

High on the list of legislative hopes of Teamster President James R. Hoffa and the Teamster general executive board was federal aid to education. Of this goal, Hoffa said last fall:

"I don't think we should do something just because the Russians are doing it, but the fact that the Russians



are making their young people take heavy courses in science, while we do not have the facilities to offer the same courses to our young people, is enough of an indication that the federal government must do something to stimulate our educational program.

"It would be suicide for us to allow our children of today to become inferior to the Russian children of today one generation from now."

Hoffa explained he opposed federal bureaucracy controlling education, but stated that the "federal government must do something in the field of education to get state governments off their hands, particularly with regard to teachers' salaries and classroom facilities."

Zagri testified in favor of the moderate bill advanced by the Administration, stating that even though it did not go far enough, it was a "step in the right direction."

Aid to education in final form from the adjourned congress resolved down to extension of aid to impacted areas.

As teachers called the roll the first day of school this fall, they did so wondering where in private industry they could turn to earn a decent standard of living.

No other legislative defeat better illustrated the Administration's unwillingness to lend the prestige of the White House to passage of vital domestic legislation.

No significant effort whatsoever was made—in contrast to campaign promises—to amend the repressive and anti-union provisions of the Landrum-Griffin Act; and once again, another plank in the Democratic party's platform mocked organized labor's support of that party.

The mockery stemmed once again from the Democratic platform pledge to repeal section 14(b) of Taft-Hartley, that T-H section which permits state 'right to work' laws. This pledge has been a part of every Democratic platform pledge since the bill was passed.

Organized labor hears the 14(b) pledge at every Democratic convention, and like Pavlov's dog, immediately wags its tail in support of the party.

Need for legislation in neglected areas is great, and that need generates another—the need for Teamster members and their wives to actively and vigorously support DRIVE—Democrat-Republican-Independent-Voter-Education—in an effort to mobilize into an effective legislative and political organization.



Typical of hundreds of Teamster wives who have journeyed to Washington to plead for legislation to protect husbands' jobs was this attractive group from Pittsburgh, shown in front of IBT headquarters.

Series of DRIVE Luncheons Planned To Spur Political Action by Wives

A series of DRIVE meetings will begin in Joint Council No. 43, in Detroit, November 1st, with Jo Hoffa (wife of the general president) as the honored guest at the political education and action conference.

Following the Detroit conference, others will be held in St. Louis, Minneapolis, St. Paul, Des Moines, Omaha and Boston during November, with more to follow throughout this and next year.



Mrs. Hoffa

Beginning in Detroit, the conferences will take on a standard pattern, with wives of local union members in attendance on a delegates basis.

General President James R. Hoffa is scheduled to open the morning session in Detroit with an address of welcome. This will be followed by a resume of legislative and political action and explanation of the DRIVE organizational campaign, including:

A discussion of "Operation HOPE" which is scheduled to benefit from DRIVE's activities, and a discussion of DRIVE ABC's on how to organize a woman's auxiliary, including reports on successful establishments of auxiliaries on the local level. This will be followed by a question and answer period.

Under a tentative schedule, the luncheon will be open with a welcome by either the mayor or the Governor of Michigan, followed by the introduction of Michigan's congressional delegation.

Mrs. Hoffa will then be introduced to this assembly and will present the charter to representatives of the women's auxiliary of each local union.

Afternoon sessions will be devoted to an explanation of how to go about setting up a voter registration and get-out-the-vote campaign.

Each Teamster's wife in attendance will receive a packet of material on DRIVE.

The series of luncheons will help spark a major DRIVE membership campaign officially getting underway this month.

Already being shipped to local unions and joint councils for distribution to stewards and DRIVE-active Teamster wives are official membership books, along with a supply of perfume atomizers, one of which goes free to each subscriber to an active membership.

Each membership book will contain 25 membership receipts and record receipts, with matching numbers, to provide a permanent record.

A portion of the \$3 subscription for active membership in DRIVE is being contributed to the City of Hope, nationally famed medical center.



Washington, D.C., milk driver loads wagon with milk and bread.

NLRB - Sought Injunction

Milk Drivers Forced to Carry Bread

THE National Labor Relations Board, in move which baffled everyone, last month obtained a Federal court injunction which threatens to destroy jobs of approximately 25,000 Teamsters bakery drivers.

John Penello, NLRB Regional Director in Baltimore, sought and obtained an injunction that forces Washington, D. C., Teamster dairy drivers to carry fresh bread on their milk routes. The injunction also prevents Teamster bakery drivers in the nation's capital from taking any action to prevent the movement of fresh bread on the dairy trucks.

Labor leaders scratched their heads in amazement and searched their memories without success to recall a similar action by the NLRB.

Here are some of the basic facts:

(1.) There has been no jurisdictional dispute between the Teamster Dairy Local and Bakery Local.

(2.) There has been no secondary boycott by either the Dairy Local or the Bakery Local.

(3.) The Bakery Local has made no demand that their employers refuse to supply bread to Teamster dairy drivers, nor did they demand the

dairy drivers carry bread on their their routes.

(4.) The Dairy and Bakery employers did not demand that Teamster dairy drivers carry bread on their routes.

Teamster lawyers are asking themselves, if these are the facts, and they have not been disputed, where does the NLRB get its case?

John J. McBurney, the Teamster lawyer handling the case, has accused the NLRB of "a deliberate abuse of NLRB process," and called the injunc-

tion "a political move" against the Teamsters Union.

There simply was and is no case. The dairies were not complaining. The bakeries were not complaining, and neither of the Teamster Locals were complaining. Now the bakeries are happy, the dairies are pleased, Teamster dairy drivers are unhappy, and Teamster bakery drivers nationally are threatened with the loss of their jobs if the NLRB is successful.

Federal Judge Burnita Matthews, who granted the injunction over the

Dairy and Bread Teamsters Meet

Concern over changing methods of distribution in milk and bread brought approximately 75 Teamster local union officials to a meeting in Washington, D. C., called by International Teamsters Union Vice President Thomas Flynn.

Discussion centered around a move by Washington, D. C., dairies to carry bread on retail routes.

Officials from both bread and dairy locals joined in the concern over ever-changing distribution methods in the two industries and the threat to Teamster jobs.



International Teamster Vice President Thomas Flynn leads a discussion in Washington, D. C., at a recent meeting of Teamsters from bread and dairy locals. Jurisdiction complications arising from distribution methods were the topic.

protests of Teamster lawyers, treated the NLRB as though it could do no wrong. The lady Judge's attitude was that the NLRB was expert about labor relations and labor law, and that there was no merit to the protests of Teamster lawyers.

McBurney said last month that he was going to stipulate that all of the testimony before Judge Matthews was true, and thereby get the case to NLRB as quickly as possible. Ordinarily, a case goes before a NLRB examiner first. He then makes a recommended decision, and refers the case to the NLRB members. The NLRB has been strongly criticized for dilly-dallying. Some cases take as long as seven years to be settled.

Immediately after obtaining the injunction, the NLRB's Penello wrote to McBurney requesting evidence that the Teamster Locals involved had settled a jurisdictional dispute, with the full realization that there had never been a jurisdictional dispute.

McBurney replied to Penello:

"For your information, there is no dispute and there was none before your office intruded itself into a primary dispute. This is to advise you personally, and your staff, and that of NLRB General Counsel Stuart Rothman's, that the action taken (by the NLRB) was a deliberate abuse of process.

"You engaged in a fishing expedition because the facts did not warrant

the issuance either of the petition or charges. Since I consider this a political move on the part of your office and Mr. Rothman's, I consider our positions adversary from henceforth, and I intend to act accordingly with respect to any unions whom I might represent."

McBurney sent carbon copies of the letter to Attorney General Bobbie Kennedy and Secretary of Labor Arthur Goldberg.

In addition to the approximately 25,000 Teamster members' jobs at stake nationally, there is a multi-million dollar market at stake. There is no doubt that both the dairies and the bakeries will benefit. The losers will be the Teamster bakery drivers, the big super markets, and the old neighborhood grocery store.

Teamster dairy drivers are opposed to carrying the bread on their

milk routes for two primary reasons. Number one, and most important, is that bread delivery is outside their jurisdiction. Counter-logic would be for the bakery drivers to start carrying milk, even though very few of them make home deliveries.

The second important reason is that the dairy drivers have no contract with the bakeries. For them to carry bread is not profitable to them or to the dairy. The only asset that carrying bread contributes is to attract new customers and to please old customers.

The Kennedy Administration, which is supposed to be pro-labor, has already gained a reputation for interfering in the free collective bargaining process between labor and management. However, the fantastic proportions of this particular interference have astounded both labor and management.

NLRB Hands Down Key Decision

A majority of the Washington National Labor Relations Board has ruled that a separate unit of truck drivers at an industrial operation is appropriate and within the meaning of the National Labor Relations Act.

The decision resulted from a joint organizing campaign between Teamster Local 71 and the Amalgamated Meat Cutters and Butcher Workmen among the employees of Ballentine Packing Company, Greenville, S. C.

A hearing before the NLRB was

necessitated when the employer called for a union vote on a plant-wide basis.

Finding that even though truck drivers sometimes perform in-plant jobs when not driving, the drivers have regularly assigned routes and spend the majority of their time at truck driving, the NLRB ordered an election in which production employees will vote for or against the Meat Cutters and truck drivers will vote for or against Local 71 of the International Brotherhood of Teamsters.

Minimum 45-Cent Wage Package

Western Freight Pact Ratified

The largest collective bargaining package ever negotiated in the West has received the overwhelming approval of rank-and-file Teamsters to conclude 11 weeks of negotiating for a Master Freight Agreement in the 11 Western states.

Teamster General President James R. Hoffa led the way for Western States Teamsters in negotiations which will put all Teamsters in the West on an equal-pay, equal-job basis, and establishes a formula for national bargaining in freight.

Specifically, the new agreement, covering the wages, hours, and working conditions for approximately 100,000 Teamsters, is entirely new with all new language following the Central States agreement.

The wage package is as follows:

Forty-five cents over the three years of the pact, with seven cents retroactive to July 1, 1961, and another eight cents on November 1, 1961, bringing this year's wage boost to 15 cents.

The application of the contract will mean a total wage increase of 15 cents per hour in 1962 and 15 cents per hour in 1963.

The wage package represents an \$18 per week increase for over-the-road and city pickup and delivery drivers, automotive employees, sleeper cab drivers, the tanker operation in the West, oil field employees coming under the terms of the contract, a large percentage of the clerical employees, and other Teamsters falling into the pattern of the settlement.

Additionally, the agreement provides for nine cents per hour in 1964, and 8 cents per hour in 1965, which will allow all Teamster jurisdiction in California to reach parity with the Bay Area before the end of 1965.

In fringe benefits, the contract is a model for other unions to shoot for.

It provides for a \$16.50 per month health and welfare program throughout the West. It provides for another \$1 employer contribution to the pension plan in 1962, and another \$1 in 1963.

The 105 local unions involved have petitioned the Western Conference of Teamsters to obtain approval from union-management pension trustees to



General President Hoffa discusses contract point with Clyde Crosby (center) and Vern Milton.

change the trust instrument to eliminate vested interest provisions.

This will make possible a \$200 per month pension at age 60 for all who retire under the pension plan.

The new minimum vacation schedule provides for one week after one year of service, two after three, three after 11, and four after 18.

For the first time in the history of Western negotiations, 80 per cent of all regular drivers and dock workers are guaranteed a 40 hour work week. This provision alone is estimated to be worth 25 cents per hour to the Teamsters involved.

The new agreement provides for open end arbitration. Suspensions and discharge are still arbitration matters, but members are free to strike over failure to pay proper wages and fringe benefits.

Double-time now applies for any seventh day consecutively worked.

Starting times for city pickup and delivery are now limited to six.

New contract language is strong and specific to protect seniority.

All runs and starting times will be bid on seniority.

There are increases in mileage for over the road single man and sleeper operations. Over-the-road delay time is increased from one-half to full time.

Highlights of the negotiations ranged from one session which went on continuously for 36 hours to an appeal from the rank-and-file negotiating committee in the Bay Area to General President Hoffa.

Through Hoffa's effort, a Bay area settlement was reached and a long and costly strike was averted at the 11th hour.

Membership of the 105 local unions involved ratified the new agreement better than 3 to 1, supporting Hoffa's pattern of no work-stoppages.

Under the new Teamster constitution, it now will be possible for all 105 local unions to go forward together in area-wide bargaining.

Long negotiations near end as union representatives go over pact, point by point.



Teamster National Airline



THE INTERNATIONAL BROTHERHOOD of Teamsters has officially established a National Airline Division "to move into a national organizing campaign in the airline industry." The new division was set up during a two-day Chicago meeting attended by representatives and officials of approximately 50 Teamster Local Unions.

Over 100 officials, representing Teamster Locals in every large city in the nation, crowded into the meeting described as "history-making" by Teamster Vice President John T. O'Brien.

Gibbons Presides

Teamster Executive Vice President Harold J. Gibbons presided over the meeting which produced these developments:

—Created a 16-man National Air-

line Policy Committee; selected Vice Presidents Gordon R. Conklin and John J. O'Brien as liaison representatives with the General Executive Board; approved a basic four-point policy program recommended by the Policy Committee; welcomed Henry J. Breen, former Secretary-Treasurer of the Flight Engineers International Association, as director of the Airline Division.

Gibbons outlined, at the outset of the meeting, the strategic importance of the Teamsters Union establishing an Airline Division. He pointed out there are large blocs of unorganized workers in the airline industry who do not enjoy a decent standard of living. Wages are low, and working conditions are very bad, he said.

Responsibility Cited

"We have a responsibility as trade unionists to assist airline workers gain improved wages and better working conditions so that they can enjoy the standard of living they deserve," Gibbons declared.

"We must also keep in mind that we have a responsibility to our members to do everything that we can to insure a healthy trucking industry. If the airlines are going to compete with the railroads, the truckers, and other carriers, they must pay the

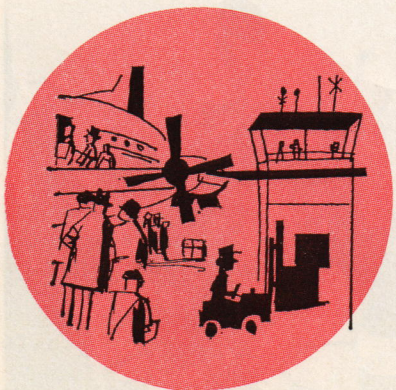
wages and provide the working conditions that our members presently enjoy. If they do not, our national transportation system will be wrecked, and thousands of Teamster jobs destroyed."

Threat to Strikers

Gibbons added, "Trucking employers realize that they can seriously weaken, if not break, a Teamster strike today. This is because they can shift a substantial portion of their freight to the airlines.

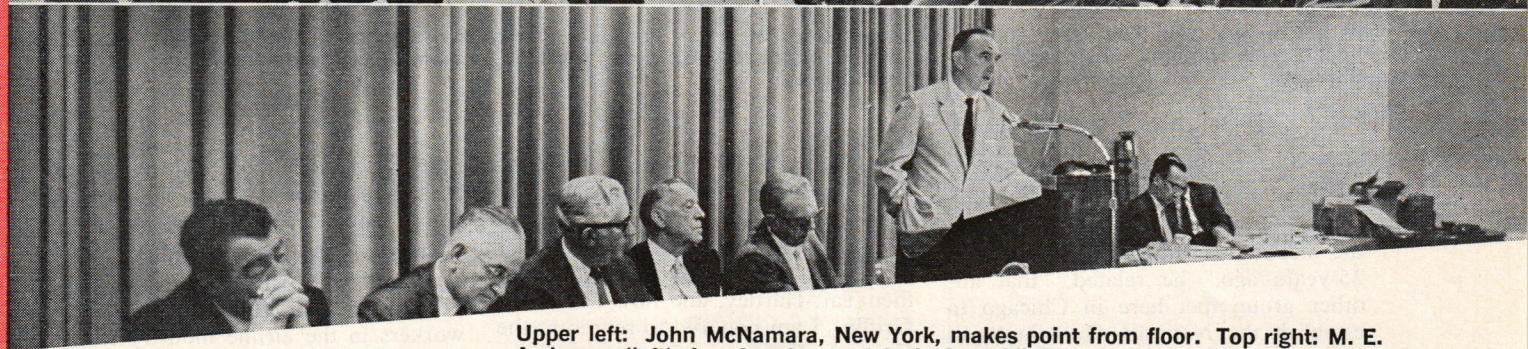
"These are the reasons why General President Hoffa and the General Executive Board have directed that we move into a national campaign to organize the airline industry," Gibbons said.

Breen, director of the newest Teamster trade division, said, "The Team-



Chuck O'Brien, Local 299, takes floor to ask question.

Division Formed



Upper left: John McNamara, New York, makes point from floor. Top right: M. E. Anderson (left), Los Angeles, and Andy Contaldi, Passaic, N. J., listen to speaker. Below: Executive Vice President Harold J. Gibbons speaks. Listening from left: Vice Presidents Anthony Provenzano, John Backhus, Gordon Conklin, John O'Brien and Thomas E. Flynn.

sters Union is the only union in the country that has the proper internal structure, the resources—physical and financial, organization in industries related to the airlines, and the overall trade union know-how to properly represent and service workers in the airline industry.”

He pointed out that many Teamster Locals, organizing in the airline industry, will be experiencing the Railway Labor Act for the first time.

“There are two important differences,” Breen explained. “First of all, the National Mediation Board, rather than the National Labor Relations Board, has jurisdiction over airline workers. The NMB was created under provisions of the Railway Labor Act, but there is very little similarity.

“Secondly, under the provisions of the RLA, organizing airline workers

must be system-wide. For example, in organizing Western Airlines’ mechanics, we could not just organize those in Los Angeles, we had to organize every mechanic employed by Western Airlines in every city where the company had mechanics employed.”

Breen said the Teamsters Union will provide full-time, paid business agents to represent all airline workers who join the Teamsters. At the present time, airline employees either have no one representing them or, if they are organized, they have only a steward representing them. The steward system, he said, is little better than no representation, and has caused great dissatisfaction among organized airline workers.

The four-point policy program, recommended by the National Policy Committee and Vice Presidents Gibbons, O’Brien and Conklin, was unanimously endorsed by the meeting. These recommendations included the following:

(1.) “The International Union is to coordinate organizing activities, contract negotiations, grievance handling at the appeal steps. Certifications by the National Mediation Board are

to be in the name of the International Union. No organization drives are to be initiated in this industry (covered by the Railway Labor Act) unless coordinated through the International Union, after prior notice and clearance. The National Division is to issue uniform campaign materials.

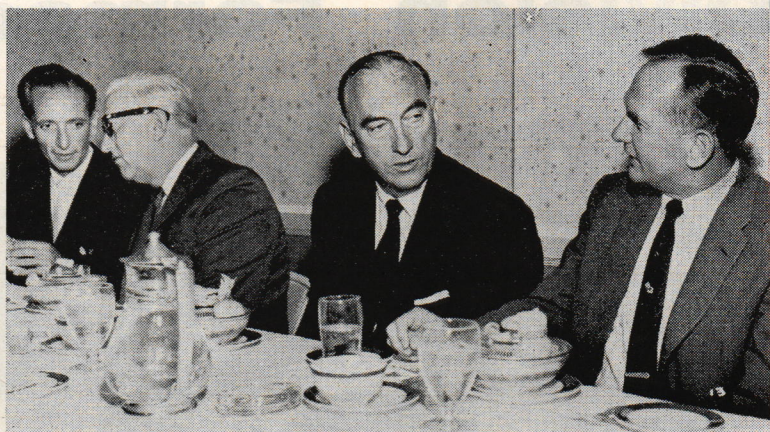
(2.) “Uniform dues and initiation fees will be established. Dues will be \$6.00 per month effective January 1, 1962. Initiation fees will be waived during organizing campaigns, and thereafter will be \$25.00, if the member earns \$400 or less per month, and \$50.00 if the member earns over \$400 per month.”

(3.) “All Local Unions participating in organizing airline workers will establish an Airline Division within their Local Union structures and will have special stationery and other identifying materials.”

(4.) “The National Airline Division may determine the need for, and establish coordinating committees for each airline, consisting of representatives selected by Local Unions, plus an International Union representative as chairman. The Airline Division will determine the need for and the size of the coordinating committee, whose function will be to establish policy in bargaining and other relationships



Jack Jorgensen, Minneapolis (right), leans forward to direct a question to chair as meeting recesses.



At left, above, Vice President John T. O'Brien huddles with Vice President Frank Fitzsimmons. In photo at right are, from left: Bernie Nimerov, insurance and pension consultant to NAD; Vice President Conklin, Vice President Gibbons and Terry Shrader, industrial relations director, Western Airlines.

with the airline on a system-wide basis."

Vice President O'Brien described the meeting as "historic." "It was just 25-years ago," he related, "that another group met here in Chicago to establish the National Over-the-Road Division within the Teamsters Union.

"From that historic meeting, we pioneered area-wide contracts with uniform wages and conditions. We have seen the Teamsters Union grow to be the largest labor organization in American history. Our contracts are the best in the country, our members have the best standard of living of all working people, and, despite our critics, we are the most responsible union in the nation."

Vice President Conklin said, "This is one of the most impressive meetings I have ever attended. The establishment of a National Airline Division is something that we have needed for

some time. The intricacies of the Railway Labor Act would drive us crazy without this Division, because most of us have always worked under provisions of the Wagner Act first, then Taft-Hartley, and now Landrum-Griffin. I am honored to represent the General Executive Board on your Policy Committee," he said.

Throughout the meeting there was considerable discussion from the floor about various problems that are to be expected by the Local Unions in organizing under the RLA, and also other general problem areas that could possibly occur.

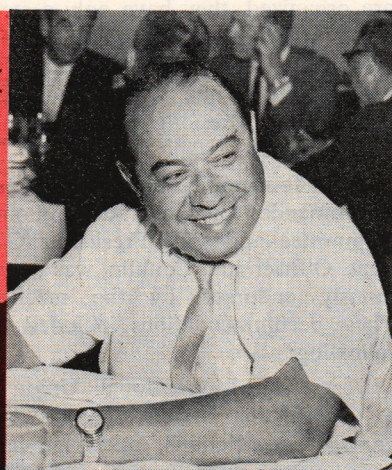
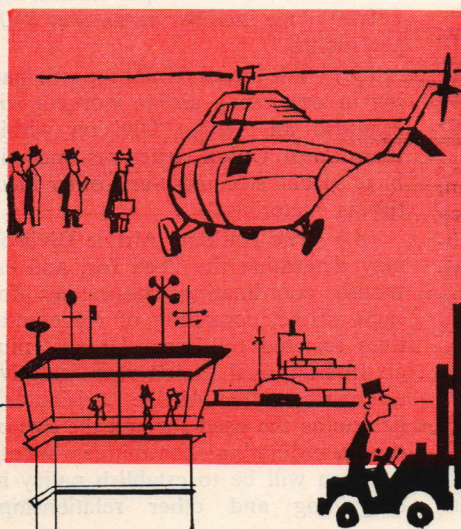
Jurisdiction among the Local Unions was an area that was discussed extensively. The Local Union representatives were told that in issuing invitations to the meeting, the International Union attempted to select the Local Unions with the best overall qualifications to organize and represent airline workers. It was agreed

that any jurisdictional problems would be settled under the provisions of the International Constitution.

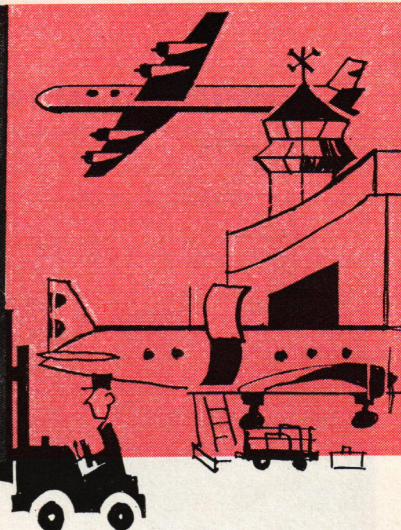
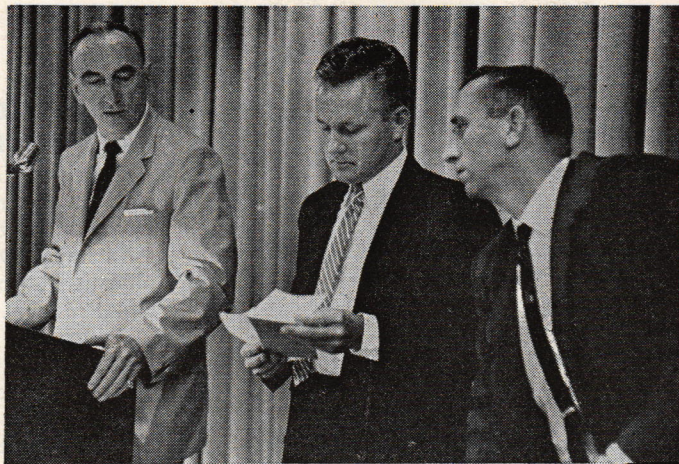
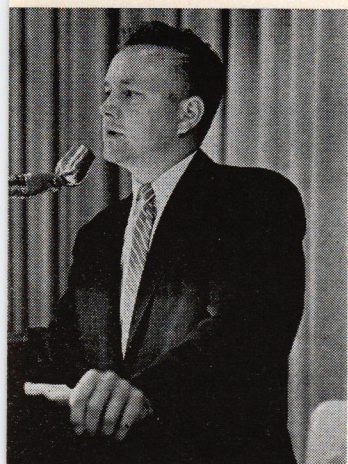
Breen said that the establishment of the National Airline Division would provide an opportunity for 166,000 workers in the airline industry to join the Teamsters Union. Counting industries related to the airlines, he estimated that there would be an additional 100,000 employees eligible for Teamster membership.

"We now represent employees at Pan American Airlines, Western Airlines, and the Flying Tigers," he said. "We are awaiting an election among ground employees at Trans World Airlines, and we will announce additional organizing campaigns in the near future."

The membership of the National Airline Division Policy Committee includes the following: Vice Presidents Gibbons, O'Brien, Conklin, Division



At left, Art Rutledge, Hawaii, enjoys a light moment. Right, Roy Williams, Kansas City (left), discusses point with Clarence Mendoza.



In photo at left, H. C. Breen, director of National Airline Division, addresses meeting. On rostrum, at right, are from left: Vice President Gibbons, Director Breen and International Representative James R. Harding.

Director Breen, International Representative James R. Harding, General Organizer Joe W. Morgan.

Local Union officials appointed to the Policy Committee include: John

Nabor, Local 688 in St. Louis; John McNamara, Local 295 in New York City; Howard Lasater, Local 390 in Miami; Joe De Lavan, Local 713 in Chicago; Jack Jorgensen, Local 359 in

Minneapolis; Thomas Lee, Local 407 in Cleveland; A. C. Contaldi, Local 866 in Passaic, N. J.; M. E. Anderson, Local 986 in Los Angeles; W. L. Williams, Local 117 in Seattle; and Art Rutledge, Local 996 in Honolulu.

Airline Division Off to Good Start

As reported in last month's issue, the National Airline Division already has scored an important victory on Western Airlines, the nation's pioneer air carrier. The Teamsters Union was designated bargaining agent for approximately 600 Western employees in an election supervised by the National Mediation Board in accordance with provisions of the Railway Labor Act. Voting was by secret ballot for Westerns' Los Angeles employees and by secret mail refer-

endum for employees in outlying areas.

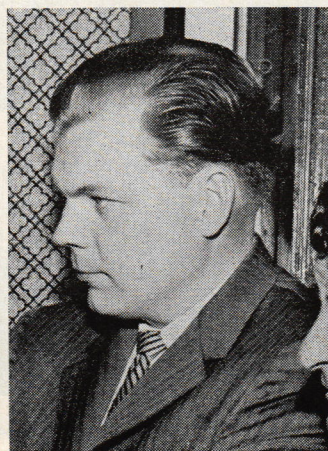
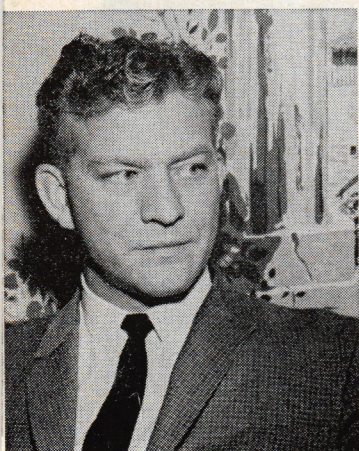
Included in the unit certified by the Mediation Board are mechanics, their apprentices, utility men, lead mechanics, flight simulator technicians, ground communication technicians, fleet servicemen (cleaners), plant production men, and maintenance janitors.

Entrance of the Western Airlines employees into the ranks of the Teamsters makes them the second group of airline em-

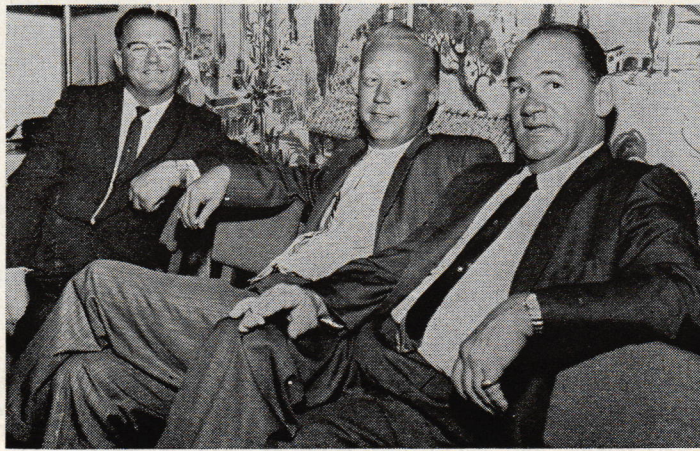
ployees to cast away old ties and hook their bargaining future to the Teamsters.

In February, 1959, 861 Pan American World Airways stock clerks voted overwhelmingly for Teamster representation in an election also supervised by the National Mediation Board.

The contract negotiated for the Pan American stock clerks now serves as the model for union negotiations representing this classification of employee.



Two of organizers for new Division are Dwayne Barnett (left) and Claude Maycock.



Relaxing, from left: Herb Bailey, Denver; M. E. Anderson, Los Angeles, and Bill Williams, Seattle.

Testimonial to Dedicated Service



Clarence J. Walsh, president of Bakery Wagon Drivers and Salesmen Local No. 484 for 41 years, (seated left) was honored recently at a testimonial luncheon at the Fairmont Hotel in San Francisco on the occasion of his retirement. Walsh is pictured here with Teamster General President James R. Hoffa and (standing left to right) 3rd Vice President Einar Mohn, 2nd Vice President Joseph Diviny and Mark O'Reilly, Local 860 presi-

dent. More than 200 people were present at the luncheon, representing not only the entire labor movement in San Francisco, but judges, civic figures and Mayor Christopher. Brother Walsh has been a member of the Teamsters since 1913, and when he first started work as a bakery wagon driver, he drove a team of mules. In addition to serving as president, he worked as a full time organizer and assistant business agent for 24 years.

Morrissey Sees New Era in Labor

Teamster General Organizer Nicholas P. Morrissey lashed out at a Communion breakfast marking Boston's Labor Day observance at public officials who persecute Teamster General President James R. Hoffa.

Addressing the gathering at the Parker House here, Morrissey singled out the McClellan Committee and its chief counsel, now Attorney General Robert Kennedy, which he charged brought about punitive legislation.

"Neither lies nor libel, nor half-truths nor distortions nor the persecutions of the Teamsters and their fighting General President, James Hoffa, has slowed down the organizing drive of the Teamsters Union.

"No man in the entire labor movement has been harassed as has been Jimmy Hoffa," he declared, "and no man has been subjected to the abuse, to the inquisitions, to the Gestapo tactics or the villification as this man, Hoffa."

Morrissey condemned the Taft-Hartley law and the Landrum-Griffin Act and predicted the reaffiliation of the Teamsters and the AFL-CIO will bring a new and different type of leadership to the American labor scene.

"We will have our own legislative program. No longer are you going to be copycats and follow the ADA (Americans for Democratic Action) and some of the professors who have been doing your thinking for you," Morrissey declared.

An Enviably Record of Safe Driving



These nine automobile and truck drivers, members of Teamster Local 549, Kingsport, Tenn., represent 188 years of safe driving, and two of them hold the maximum award from the National Safety Council—30 years without a preventable accident. They are employed at Pressmen's Home, Tenn. IPP&AU President Anthony J. DeAndrade (right) is

shown presenting a 30-year NSC safe driver's award to Grant Odorn. Also honored were (left to right) Carl Mallory, 17 years; Ralph Hamblen, 25 years; Ralph Thomas, 19 years; Edward Gregory, 16 years; Gale Klepper, 27 years; C. H. Hamblen, 4 years; J. A. Johnson, 30 years; Austin Bradley, 20 years.

The International Brotherhood of Teamsters started a campaign a year ago this month to alert the American people, and their elected representatives in Congress, of a pending crisis in the nation's transportation system. Last month, 11-months later, the campaign struck home with these developments:

(1) President Kennedy instructed Secretary of Commerce Luther Hodges to hold a meeting of all interested parties in the transportation industry, and to submit recommendations for salvaging our national transportation system by November 1, 1961.

(2) Interstate Commerce Commission Chairman Everett Hutchinson, in testimony before the Senate Commerce Committee, stated that drastic action must be taken to prevent our national transportation system from plunging to disaster.

Using these developments as a backdrop, Sidney Zagri, Teamster Legislative Counsel, interviewed Senator Warren Magnuson of Washington, for television and radio. Magnuson has been chairman of the Senate Commerce Committee for the past eight years, and a member of the Committee for the last 17 years. Here are the highlights of Senator Magnuson's answers:

Crisis in Transportation

A Senator Talks of the Problems Created by Un-regulated Carriers

Q. Would you comment and start this discussion on the recent statement by Interstate Commerce Commission Chairman Everett Hutchinson that there is danger that the entire public transport system is plunging into disaster?

A. Well, I'm of course glad to discuss transportation problems with you and with your group as well as much as I do with other groups in the transportation field. I think probably what was meant by that very drastic statement was that the common carrier system, as we know it in this country, that is the regulated carriers, are all in quite serious financial trouble. The railroads, the trucks and the inland waterways are the real core of our common carrier system. We all know that the railroads, some railroads, are in great financial difficulty, and have been for two or three years. We all know that of the 9000 truckers that filed their financial statements with the ICC last year over 31% of those were in the red. We all know that the inland waterway gross revenues of the regulated carriers are down some 17 to 18%. The overall trucking industry is down 29% and the railroads about 27%. This of course poses a serious problem for the common carrier system.

Q. What is important about a common carrier system?

A. Well, the common carrier system is the core of our national transportation system. These are the people who furnish the responsible transportation under regulation, at regular schedules for the American public, shipper and consumer. Their position in the transportation field has dropped so that they now are hauling—all three combined—only one-third of the total cargo. The rest is made up of what we call private carriers, and the other third what we call exempt carriers. The last category is mainly in the agricultural field like a farmer hauling his own products to market.

Q. How can a system be effectively regulated if only one-third of that system comes under regulation?

A. Well, that is becoming a serious problem and the disintegration of the common carrier system is due to people moving into the private carriage for one reason or another. We'll never have a good solid national transportation system in this country until we create a climate in which people, who now want to carry their own goods, will want to use the very reliable common carrier system. This is the real problem. Agricultural exemption is not so great as it used to be. You remember when we had the problem of what we called "gypsies"? A truck would take a carload of oranges from Florida to Philadelphia, and then take a



"You remember when we had the problem of what we called 'gypsies' . . ."



"You can't force appropriations on an independent agency."

carload of shoes from Philadelphia to St. Louis, and then bring some steel back to Florida. This is the sort of thing we didn't envisage, and we cut it out.

Q. Well, speaking of the agricultural exemption, Chairman Hutchinson would limit the application of the agricultural exemption to providing assistance to farmers in transporting their products to local markets, period. That would be the only exemption, agriculture, he would permit, if he were to recommend legislation. Do you agree with him?

A. Well, I agree to this extent, that no one objects to a farmer or an agricultural co-op or whatever it may be hauling their goods to any market in the United States and back. The objection is that advantage is taken of agricultural exemption, not by the farmer, but by the person whom he'd lease the truck from, who would use it in the other fields. This made great inroads into the common carrier system.

Q. Isn't private carriage limited to large shippers?

A. It's only the big companies that can have their own private carriage. They lose the advantage of scheduled service at reasonable regulated rates between any two points, reliable service insurance-wise, and everything else.

Q. Isn't the exemption of private carriage being somewhat abused. Actually private carriers use it as a cover for common carriage, which is illegal in many instances?

A. Well, they have a gimmick which the ICC has never gotten to for some reason. Supposing I am a manufacturer in Seattle, and I haul my goods to Spokane which is fine. Everybody wants private carriage to do that, if they wish. Then when I get to Spokane I lease my truck to somebody who hauls some commodity back to Seattle that ordinarily should be in the common carriage field. Or I sell the truck. I make a quick sale, then when I buy it back, when it gets back to Seattle. . . .

Q. This is all a paper transaction?

A. Yes, this is what we call the gray area, and this is the sort of thing that the ICC in their testimony assured us that they wanted to get to, to make some corrections.

Q. Do they need additional legislation, or do they have the power which they aren't adequately using?

A. They have the power now, if they want to use it. For some reason they've never come to grips with this violation of the common carriage system.

Q. Now the ICC has testified that the most important violation in this gray area is the leasing, the shipper-lease problem. Now what can we do about that?

A. Well, the ICC can issue a regulation tomorrow, if they wish, checking up on these people that use the truck for a quick sale. This is obviously to bring back something which wasn't intended to be in private carriage, but is in private carriage.

Q. Well, they complain that when they come to Congress and ask for appropriations to get adequate enforcements for that Congress says "Come back next year."

A. Well, I wear two hats up here, I handle their appropriation on top of this, as well as being Chairman of the Senate Commerce Committee. If you'll look in the hearings you'll see that every year they come up for an appropriation. I not only give them the budget amount because this is a growing thing in these United States, but I ask them, "Now in order to correct some of these things, have you got enough men, have you got the staff, do you need more money?" And you'll find in every year in the testimony they'll say "We can get along with what we have." You can't force appropriations on an independent agency that says they don't need them or don't want them. In fact, we like to save money. If they were doing the job we'd even like to cut them a little bit, but they get what they ask for to do these kind of jobs. They gave the same story to me for four or five years about safety inspection on railroads. Then we had a whole epidemic here of wrecks and people killed and then they finally admitted they didn't have enough locomotive inspectors, but they never asked for it.

Q. Should the Congressional Committee on Legislative Oversight, for example, investigate the ICC to determine whether or not they are planning properly, whether they are using their regulatory powers and so on?

A. Well, they've done something about it and the Senate Commerce Committee constantly, of course, is on top of the independent agencies including the Interstate Commerce Commission on these matters. I think they're doing much better. I think they're going to come to grips with the common carriage problem because they've got really worried about the present jeopardy. Another thing people don't realize sometimes, maybe even a shipper doesn't realize this, he not only gets this responsible, reliable service, scheduled service, delivery, honest delivery of his product, maybe that costs him a little bit more than if he had exempt or trip-lease or private carriage, but if some-

thing happens to this country, the core of our transportation system which is just as essential to defense as a tank, an airplane or a missile, if that is not there to handle it, you're pretty weak economically. Everything then just falls apart. And this is what the defense department's worried about now, this is what the secretary, commerce is worried about, this is what Congress is worried about and this is what I hope the ICC is getting worried about.

Q. How is this problem of diversion from the common carriage system related to the problem of dual rates? I understand there are two sets of rates in America, one for the large centers, the metropolitan areas, and another rate for the small centers. This is because of all the commodity rates "piggyback" is now promulgating, and the ICC is going along with?

A. Well, as you know, none of us are against technological advancement where we get better service. Technological advancements will make quicker and more efficient transportation in this country. But the problem here is that the people in common carriage get into arguments between themselves, and they're dealing with only one-third of the tonnage in these United States. While they're arguing on the front porch about the question of rate making, out the back door is going the tonnage to other modes of transportation that don't make for a good solid national transportation policy. This is what we want to change. We want to have fair rate making. Everybody agrees there shouldn't be destructive rate making. As you know, we've been holding hearings now for, oh, eight, nine weeks on this rate making phraseology. "What is destructive rate making"? I think sometimes the problem of the ICC, and in all fairness to them, is that they look at these rate making cases within the narrow confines of the case. One division hears this rate case, and another division hears a similar case and without the right hand knowing what the left hand is doing, they arrive at different decisions.

Q. Now, has the ICC formulated a policy, for example, on "piggyback"? Have they studied the impact of "piggyback" rates on the total transportation system?



"Congress is worried about this and this is what I hope the ICC is getting worried about."



"For some reason they (the ICC) have never come to grips with this violation."

A. I don't think the testimony in these long hearings showed such a study. They say they have made a study. I just don't know what they have done. There are enough cases in front of them on the whole problem, but some place along the line a national decision could be made that could be consistently followed.

Q. The Congress enacted in 1958 an amendment with a new rule of rate making, but the Chairman testified that this amendment did not affect the policy of the ICC one iota on their cases. In other words they have ignored the intent of Congress. What does Congress intend to do about this?

A. The ICC, in effect, said despite the 1958 amendment, which was a change in the rate making phraseology, it wasn't a change to them. In other words, they said that they always have had the authority to stop destructive rate practices which undermine the common carriage system. You mention the meeting we had with the Secretary of Commerce the other day. The purpose of that was that the President of the United States has directed the Secretary of Commerce to make recommendations to him, by November 1, relating to some of these problems . . . to come up with ten or twelve cold, hard recommendations so that we might salvage the whole common carrier system, and keep the transportation policy of the nation strong. It is in the interest of the public, and the independent agencies then can probably attack these problems with a greater responsibility and do a greater duty toward us than they have heretofore.

Q. I'd like to ask one last question. Now that you have concluded hearings on the problem of the rule of rate making (S-1197) do you feel that the ICC has properly administered the rule and carried out their responsibility to the intent of Congress?

A. Well, I only speak for myself. I must say, in some cases I think they have. In others, I think they have not. I think it's been too much of off and on. I think that somebody's got to make a cold, hard decision of a rule of the game and stick to it.

ARE TODAY'S LABOR LEADERS TOO OLD?



Are the present members of the labor movement's top echelon too old to meet the many problems facing the nation's union members?

A. H. Raskin, former labor reporter for the *New York Times*, recently elevated to the paper's editorial board, suggests this is so—with one exception.

The exception is James R. Hoffa, General President of the International Brotherhood of Teamsters.

"Organized labor is facing new challenges with old leaders," Raskin led off in an article in a recent issue of the *Times* Sunday magazine.

"Automation, foreign competition, hard-core unemployment and prospect of wage-price restraints and a drop in the proportion of the work force in unions vastly complicate the problems labor must solve.

"Yet, the men who rule unions are essentially the same men who came to power in the early years of the New Deal a quarter-century ago," Raskin observed.

The *Times* labor writer turned actuary made these points:

1. George Meany, president of the AFL-CIO is 67.
2. United Auto Workers President Walter Reuther is 54.
3. More than half of the members of the AFL-CIO executive council are past 62.
4. The last vacancy on the AFL-CIO council occurred with the death of a 73-year-old vice president. The vacancy was filled by a successor only 10 years younger.
5. Jimmy Hoffa is 48.

Is there a force to fill this vacuum?

"James R. Hoffa, whose Teamsters union has been expelled from the AFL-CIO is 48," writes Raskin, and is "an energetic youngster who may fill the power vacuum" created by elderly labor leaders. "He is endowed with vitality, shrewdness, itch for power and that elemental quality known as guts."

These qualities have made Hoffa a

standout in a field where "too many leaders want nothing so much as to be left alone," Raskin observes, stating that Hoffa heads the giant Teamsters despite the "combined hostility of the White House, Senate investigators, court-appointed monitors, and the 'officialdom of labor.'"

Continuing, the *Times* feature stated:

The last big infusion of new blood came with the unionization of the mass-production industries in the Thirties. "The militant youths who led the sitdown strikes and slugged it out with company goons are now edging toward elder statesmanship.

"Walter P. Reuther, still nimble enough to give the Big Three auto manufacturers palpitations, was 54 on September 1st. Each birthday intensifies his impatience to become head of the merged federation."

But, says Raskin, 67-year-old George Meany "has no intention of letting labor's top job go—especially not if it will advance the ambitions of the restive president of the United Auto Workers."

At 48, Teamster General President James R. Hoffa represents the exception to the youth vacuum, as "organized labor faces new challenges with old leaders."

It is this situation, according to Raskin, "which opens a tempting terminal for the truck piloted by an energetic youngster with even more forward push than Reuther or any of the not-so-young Turks who are agitating for a palace revolution in the AFL-CIO."

In contrast to the advancing years of members of the AFL-CIO executive council, the Teamsters are headed by 'youngster' Hoffa and a general executive board with an average age in the middle fifties.

When death created a vacancy on the Teamster executive board long before the last Teamster convention, Hoffa appointed a 44-year-old youngster to fill that vacancy, and the next vacancy was filled by a man only 55.

Hoffa draws both from experience and from youth, while, as Raskin points out, generally "few unions have compulsory retirement rules. Union leadership has become as stable a career as banking or corporate management. . . . When death or time forces a reshuffle in the top echelon, youth is unlikely to be served."



New Jersey Teamsters Hear Calls for Return to AFL-CIO



Teamster Vice President Anthony Provenzano, and Frank Abrimont, secretary-treasurer of Teamsters Local 331 in Atlantic City, pose with Father Edward McDade, who delivered invocations at the convention, and also at the convention banquet.

Delegates to the 13th annual convention of New Jersey Joint Council 73 last month adopted a resolution calling for amendments to the Motor Vehicle Laws by the New Jersey state legislature, issued a warning on the raiding efforts of another union, and heard visiting AFL-CIO dignitaries speak out for return of the Teamsters to the AFL-CIO.

Representing more than 150,000 members, the Council adopted the resolution which called upon the state legislature to recognize the difference between the professional driver and the motorist who drives for pleasure.

International Teamsters Union Vice President Anthony Provenzano told

the convention, "We were and have tried to continue to be good friends with the International Electrical Workers Union. But, in desperation, and to stem their failing membership, IUE leaders have not only seen fit to launch raids on our jurisdiction but have also resorted to low, scurrilous, anti-labor propaganda to besmirch those who were their friends."

Provenzano, also president of Joint Council 73, said the IUE has "named the game, but we will see to it that Teamster rights, jobs and jurisdiction are protected."

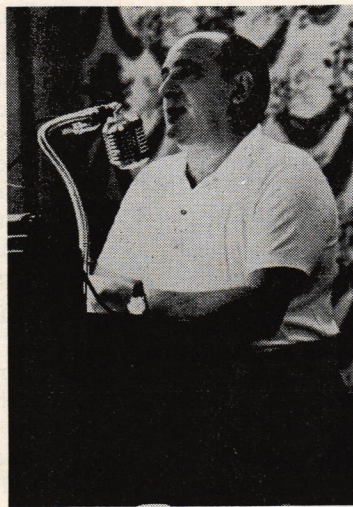
Further discussing the IUE's raids on Teamsters, Provenzano cited the lower wage and job conditions existing under IUE contracts. "These facts cannot be denied," he declared.

Teamsters Locals 945 and 102 are doing a particularly effective job against IUE raids, he said. The International Union and the Joint Council will provide substantial organizational and financial support for an all-out drive against the IUE raiders, Provenzano promised.

Teamster Vice President Thomas Flynn, Joe Konowe, administrative



Joe Konowe, administrative assistant to President Hoffa and secretary-treasurer of Local 210 in New York City, reported on current problems.



Joe Treretola, secretary-treasurer of Eastern Conference of Teamsters, told convention of progress made in contract negotiations.



International Vice President Thomas E. Flynn, chairman of Eastern Conference, represented General President Hoffa at JC 73 convention.

Western Conference to Convene in Portland

Portland, Oregon, will be the meeting place for approximately 500 delegates from the 11 Western States, Alaska, Hawaii and Canadian provinces as the 24th Western Conference of Teamsters convenes there October 9th at the Sheraton-Portland Hotel.

Highlight of the opening general session of the Conference will be an address by Teamster General President James R. Hoffa.

Preceding opening day activities on Monday the 9th, governing boards of the Conference, policy committees of trade divisions, and other Conference committees

will meet Sunday the 8th, in line with a schedule of events prepared by Western Conference Chairman and International Union Vice President Einar Mohn.

In addition to the opening general session on Monday morning, plans now call for general sessions the morning and afternoon of Tuesday, Oct. 10th, and a concluding morning general session on Wednesday.

Cannery and Dairy divisions have scheduled separate meetings for their people on Wednesday afternoon.

A housing committee, under the direction of D. W. Marshall, has been established in the offices of Joint Council 37 in Portland, to process reservations.

assistant to Teamster President James R. Hoffa, and Joe Treretola, secretary-treasurer of the Eastern Conference, were guest speakers at the convention.

Flynn, who is also chairman of the Eastern Conference of Teamsters, represented General President Hoffa, who was unable to attend because of West Coast freight negotiations. Flynn reviewed the bitter struggle of the Union over the past three years and paid tribute to the leadership provided in that time by President Hoffa.

Konowe gave delegates a resume of some of the current problems facing the Union and what challenges can be expected in the future.

Two top officials from AFL-CIO unions were guest speakers and both expressed the urgency of the return of the Teamsters to the AFL-CIO.

Frank Brown, vice president of the Retail, Wholesale Department Store Union's District 65, told the convention that his organization would introduce a resolution calling for the return of the Teamsters to the Federa-

tion at the AFL-CIO convention in December.

Brown stated, "The Teamsters have always been our friends, in organizing, in strikes, and on the picket line. We urge your return to assure a strong, united labor movement."

Leon Schachter, vice president of the Amalgamated Meat Cutters, expressed his support for the resolution. He stated that the Teamsters Union is essential to the labor movement if labor is to prosper and gain top conditions for the working people of America.

Dominick Calabrese, secretary-treasurer of Teamsters Local 641 and author of the Motor Vehicle resolution, told the convention that "no uniformity has been practiced in meting out disciplinary action to those charged with violations of Motor Vehicle Laws, and that on the least provocation, citizens are ordered to appear in Trenton (state capital) to personally explain minor infractions, thereby causing a great loss in wages to the persons involved."

Rate Cuts Studied By University

Brown University has undertaken a study of selective rate-cutting by the railroads, and its effect on the trucking industry, the National Automobile Transporters Association announced last month.

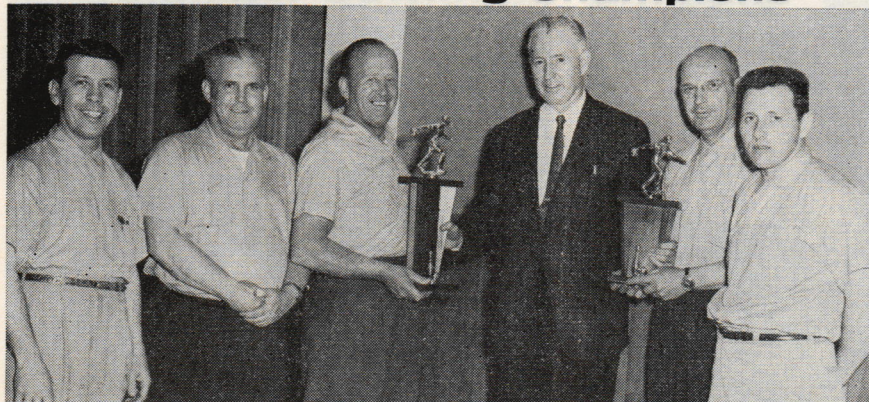
The Brown University study is being jointly financed by the International Brotherhood of Teamsters and the Ford Foundation. The purpose of the study is to determine how many employees in the automobile transporting industry have lost their jobs. Secondly, the study will determine what happened to those Teamster members after they lost their jobs.

Al Matheson, secretary of NATA's Labor Division, urged all employers and Teamster Local Unions to cooperate by sending the necessary information to the University. NATA is an association of employers in the car hauling industry.

Beginning in June of 1959, the railroads began a program of selective rate-cutting designed to destroy the car haul companies. They established rates that have forced many of the car haul companies out of business, and that have destroyed the jobs of approximately 15,000 Teamster members.

The destructive rates have received the blessing of the Interstate Commerce Commission, which is charged with the responsibility of regulating the transportation industry. Teamster officials, trucking company officials, and members of Congress have accused the ICC, which has always been railroad oriented, of violating the National Transportation Policy as set out in Federal laws.

Teamster Bowling Champions



This picture of champions was taken at presentation ceremonies following completion of Teamster Local 757's bowling league season. Winners were members of the Breyer Ice Cream team. All are members of Ice Cream Drivers and Employees Local 757, New York City. Left to right, they are Ed Sosnowski, Herb Redmond, Fred Sichler, Pete Clark (vice president, making presentation), Bud Ebler, and Chuck Shannon.



Wins Top Prize

Teamster Al Reger walked off with the top prize in a recent New York City sculpturing exhibit. Reger, above with his blue ribbon winner, is secretary-treasurer of Teamsters Local 552 in Newark, N. J. The prize-winner is called the "Madonna," and is of Honduras Mahogany. It is five feet tall, 13-inches wide, and four inches in depth. Reger took up sculpturing only a few years ago, and was an immediate award winner. This is his first blue ribbon.

Runaway Plant Moves Back Home

DETROIT—An employer's flight to the cheap wages paid in Southern 'right-to-work' states has proved to be a two-way street, the second taking him back to where he started from.

The Hall Lamp Company here has announced that it will close its operations in Clinton, N. C., and transfer its operations back to Detroit. The glory of cheap help and industry-attracting tax bases was well explained by company president Harry Hirsch: "We're not pioneering any more."

He termed the loss involved in the move to 'right-to-work' land and back to Detroit as "substantial."

Hall is an auto parts manufacturer.

The move means the return of 300 jobs to the Detroit area.

Hirsch stated that cheap wages and tax advantages offered in North Carolina (to pirate industry from the north) are outweighed by several factors. He cited:

1. Inability to get trained supervisory people to go there.
2. Freight rates.
3. Distance from Hall's customers and also the distance from Hall's headquarters in Detroit.

Priest Scores Labor Secretary For Stand on Women in the Labor Force

Secretary of Labor Arthur J. Goldberg has been delivered a Labor Day lecture on "Family Relations" by a widely known 'labor priest' who took issue with a recent Goldberg statement that women should choose for themselves whether to work or stay home.

The Rev. Edward L. Murphy, S.J., assistant director of St. Joseph's Retreat League for Workingmen, charged in a Labor Day address that Goldberg ignored the values of family life.

Speaking before nearly 2,000 trade unionists in Holy Cross Cathedral, Fr. Murphy declared:

"To put a wage-tag on a married woman as proof of her value to national life or as proof of democracy ignores both the primacy of the spiritual in woman's nature and the need of ordered marriage and family life in this nation."

Fr. Murphy's displeasure was directed at Goldberg's recent statement that "we live under the illusion that the woman's place is in the home—a concept that is basically not accepted. Women should make the choice . . . that is a matter for the women to decide if we are to realize the full potential of our democracy, and men

and women are to have equal opportunities. We intend to advance this concept very strongly."

The unionists who had paraded through Boston to the Cathedral for the Mass honoring St. Joseph the Worker, heard Fr. Murphy insist:

"When he (Secretary Goldberg) tells us the country cannot get along without an increasing number of women in the working force, he is talking straight economics, increasing production, without any indication of the sensitivity to other needs, such as the family."

He continues: "If it is the intention of the Labor Department to push those ideas very strongly, then we protest just as strongly against them."


"We have a right to expect that no policy will be pursued which is disruptive of the sound family, that no policy will encourage the movement which already has taken a bitter toll of marriage and the family."

It is strange, he added, to hear this doctrine from the source which is concerned about rising unemployment when increasing employment of women cuts the number of jobs available for men.

Cancer Fund Gets a Boost

Jimmy Durante, the famed entertainer, and Mary Goldsmith, an International Brotherhood of Teamsters staff member, happily accept a \$25,000 contribution from Fraternal Order of Eagles for the Damon Runyon Memorial Fund for Cancer Research. Morris Splain, membership director of the Eagles, made the presentation during the recent convention of the F.O.E. in Minneapolis. Durante and Miss Goldsmith are representatives of the Damon Runyon organization. The Eagles have contributed over \$1,000,000 to the Fund.





Another Chapter:

A Story of Controlled Communications

From time to time, the INTERNATIONAL TEAMSTER carries a report on distortions, lies, half-truths and deceitful handling of the news by the daily press. Such reports always bring cries of innocence and statements that we are doing an injustice to "freedom" of the press.

Below, we step out of the newspaper field for a report on how a radio station in Cincinnati, has maneuvered to use the public airways to gag expression of liberal views. It is a speech on the floor of the U.S. Senate, September 20th, by Sen. Philip Hart (D-Mich.), one which graphically demonstrates the danger when a medium of communication sets out to control thought and discussion by monopolizing viewpoints. Senator Hart's remarks follow:

Mr. President, I would not presume upon the time of the Senate in these closing days and hours except on a matter of substantial urgency and significance.

But freedom of communications is just such a matter of substantial urgency and significance and I desire to report to the Senate a very dangerous threat to freedom of communications which has just been called to my attention. It involves the termination by radio station WLW of the Eye Opener program sponsored by the United Automobile Workers.

Many of my colleagues may have heard this radio program called Eye Opener. The broadcaster is Guy Nunn and, as I said, the program is sponsored by the UAW. Mr. Nunn gives news and commentary for 30 minutes, usually early in the morning. Eye Opener is broadcast over 16 radio stations located in 10 different states.

Until last week Eye Opener was broadcast over 17 radio stations. The termination of the program by one of these stations, radio station WLW in Cincinnati, is the point of these remarks. For it seems to me that the

conditions under which the UAW Eye Opener program was terminated by WLW raise a serious threat to freedom of communications.

I have heard the Eye Opener program often. Mr. Nunn presents his news and commentary from the liberal and labor point of view. It is aptly named: it is, in truth, an eye opener. It is a good program, though there are many times when I have disagreed with what Mr. Nunn has had to say and I am sure there are many times when he has disagreed on his program with what I have had to say. But what is important is not whether I agree or disagree or whether any other Senator agrees or disagrees with Mr. Nunn—or any other commentator for that matter—what is important is that all points of views should be presented over the air waves for the thoughtful consideration of the American people.

What concerns me is the question whether the termination of Guy Nunn's program by WLW is keeping the liberal-labor point of view off the air and thus threatening the freedom of our communications system. I

would express the same concern if only the liberal-labor view was on the air and would urge air time for the sharply conservative voice.

As I understand the facts are these:

Starting in September 1960, Mr. Nunn broadcast his program over WLW from 7:00 to 7:30 in the evening five times a week. These broadcasts were made pursuant to a one-year contract ending on September 11, 1961. Early this past August the UAW asked the WLW Sales Manager in New York to renew the contract for another year and confidently expected that it would be renewed.

On September 7th, just four days before the expiration date, the UAW was informed by the WLW Sales Manager that he had received instructions from WLW in Cincinnati that the Eye Opener program was unacceptable to the station and that the contract would not be renewed.

Formal Complaint

On September 8th, the UAW made a formal complaint to the Federal Communications Commission, reading as follows:

The United Automobile Workers Union hereby formally complains against radio station WLW in Cincinnati, Ohio. For past year Mr. Guy Nunn, UAW commentator, has broadcast his Eye Opener program over WLW from seven to seven-thirty in the evening five times a week under contract ending September eleventh. Mr. Nunn also broadcasts over sixteen other stations early in the morning. A month ago UAW asked WLW sales manager in New York to renew contract. Only yesterday, September seventh, four days before expiration date, UAW was informed by sales manager that he had received TWX from WLW in Cincinnati stating that Eye Opener program was unacceptable and contract would not be renewed. When UAW asked sales manager today why Mr. Nunn's program was unacceptable he changed the story and said that another program was being substituted which was more acceptable. When undersigned called Mr. Robert Dunville, Station Manager in Cincinnati, and asked why program was unacceptable he stated that in his opinion the new sustaining program would be more acceptable and more in the public interest than Eye Opener. He was unable to indicate why new program was more acceptable than Eye Opener and why new program could not be broadcast at another

time. The undersigned asked Mr. Dunville whether they would give Eye Opener other time. A few minutes later the salesmanager offered UAW the period from twelve thirty AM to five thirty AM on one day a week—Tuesday—and refused to offer any time on any other day.

Mr. Nunn's program has a Neilson Home Coverage rating fifty percent above the next rating in Cincinnati at that time and several hundred percent above the others. Letters from area also show that program is well received and fills a definite need for a



Senator Hart

point of view not otherwise expressed on station. WLW carries Rightwing Lifeline and Sunoco Three Star Extra programs and many management sponsored news programs. Even with Mr. Nunn's Eye Opener program WLW schedule is heavily weighted for rightwing and management point of view. Without Mr. Nunn's program there will be no expression whatever of labor and liberal point of view. This rank censorship by WLW and refusal to permit all points of view to be expressed requires revocation of license. In view of fact that final program under existing contract is on September eleventh and importance of continuing Eye Opener program in Cincinnati, we ask that you take immediate steps to ensure that program is not put off air. Joseph L. Rauh, Jr., Washington Counsel, UAW-AFL-CIO.

On September 13th, the FCC replied to the UAW's complaint as follows:

Dear Mr. Rauh:

This is with reference to your telegram of September 9, 1961 to

the Chairman in which you complain of the abrupt cancellation, as of September 11, 1961, of the United Auto Workers Union's program "Eye Opener" by Station WLW, Cincinnati, Ohio, and of the refusal of the station to provide a reasonable alternate time for the program. In your letter you also state that a number of other news programs carried by the station present the business-employer position on controversial issues of public importance and that without the program, "Eye Opener," the station will carry no labor and/or liberal point of view on controversial issues of public importance.

It is the practice of the Commission to associate complaints against its licensees with its files on the licensees involved and to afford said licensees an opportunity to comment thereon. Accordingly, your complaint is being brought to the attention of Station WLW and it is being afforded the opportunity to reply. Very truly yours, /s/ Ben F. Waple, Acting Secretary.

The matter is now under investigation by the Federal Communications Commission and final judgment must be withheld until that investigation is completed.

Basic Principles

There are, however, certain basic principles which can be stated now and which I am confident will be considered by the FCC in its investigation.

1. Every broadcast station—radio and television—has the obligation to present all points of view to the public. The air waves do not belong to the broadcaster; they belong to the public. The broadcaster may not use the public domain to put over his own point of view at the expense of all other points of view.

2. In the light of the fact that so much news and commentary is sponsored by conservative business sources, it is especially important that the liberal and labor point of view be presented by news and commentary programs.

3. The duty of the Federal Communications Commission to enforce the obligation of broadcast stations to present all points of view is one of its most important functions.

4. This duty of the FCC is the exact opposite of censorship. It is the duty to ensure free speech by making

certain that all points of view are presented to the public. Free speech becomes meaningless unless there are outlets for speech.

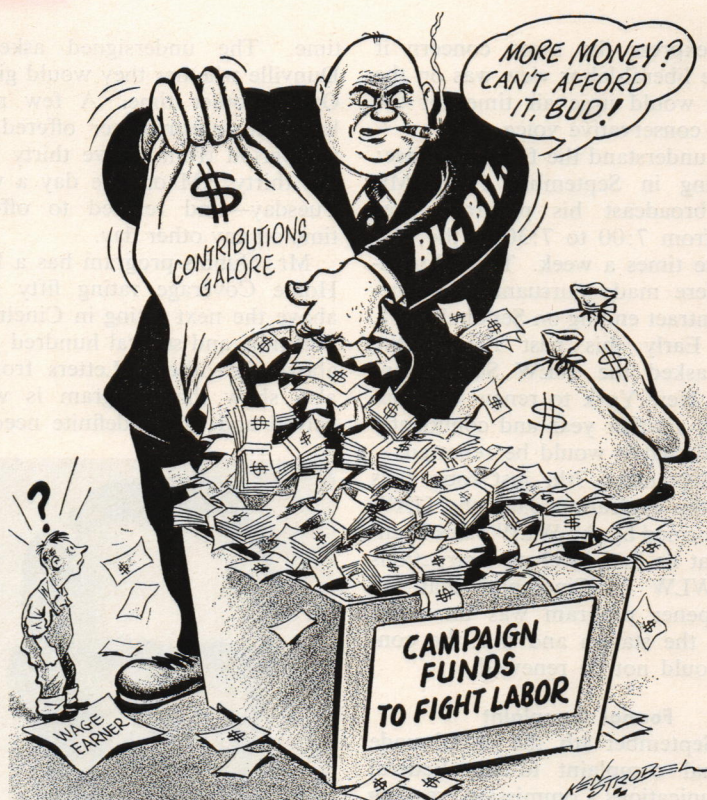
5. Station WLW as a clear channel radio station with tremendous broadcasting power covering hundreds of thousands of square miles has a particular obligation to serve the public by presenting all points of view.

6. Station WLW has a heavy burden to prove that it is presenting all points of view to the public if it refuses to carry Eye Opener, one of the very few liberal-labor news and commentary programs.

Watching Progress

I am writing the FCC asking to be kept informed of the progress of this case. I believe the communications laws are broad enough today so that the FCC can deal with a matter of this kind on the facts as the Commission finds them. But if there should prove to be any question as to the legal powers of the FCC to handle this case, then I believe we in the Senate must turn our attention to keeping the channels of communication open to all.

Particularly in times of crises, all voices must be heard. Only in that manner can our nation find its way to solution of the terrible problems that confront us. The Senate must be ever vigilant that the channels of communication remain free and open.



Insist on Freedom

We insist on freedom of speech, not out of some spirit of sentimentality, not merely because the founders of this nation assigned it high priority; we

insist on it because it is essential if we are to develop effective answers to the problems we face as a people. We insist on freedom of speech not to propagate error, but because it is the only way we can hope to discover truth.

Teamster Organizers on the March

Weekly summaries of the National Labor Relations Board of its cases from August 7th through August 18th, show that local unions of the International Brotherhood of Teamsters are on the march in their efforts to bring union wages, hours and working conditions to the nation's unorganized workers.

According to the NLRB summaries, the Board itself has either ordered elections, or instructed its regional officers to order elections at 29 companies where Teamster local unions are the petitioners.

In addition, the board has certified Teamster local unions as the collective bargaining agent for employees at 12 companies during the period covered by the NLRB summaries.

The summaries show Teamster elections pending at the following companies:

U.S. Gypsum Co., River Rouge, Mich., Teamster Local 299; Fulton Services, Inc., Baltimore, Md., Local 937; Boit-
techer and Kellogg Co., Evansville, Ind., Local 215; Coyle Beverages of Broward, Inc., Ft. Lauderdale, Fla., Local 290.

Overnite Transportation Co., Norfolk, Va., Local 822; Collins Reyes Fotograbados, Santurce, P.R., Local 901; General Hydraulics Corp., Tampa, Fla., Local 290; Marvin Millword, Inc., Watervliet, N. Y., Local 794; Hastings & Co., Philadelphia, Local 115.

Federated News Co., New York City, Local 917; James P. Keegan Co., Kinderhook, N. Y., Local 294; Cities Service Oil Company, Des Moines, Iowa, Local 90; Charles Baker, Berlin, Maryland, Local 876; Magnet Cove Barium Corp., Westlake, La., Local 969; Rock Island Lumber Company, Poncha City, Okla., Local 523; Fruehauf Trailer Company, Peoria, Ill., Local 627; Curtis Automotive Devices, Westfield, Ind., Local 188.

Eastern Motor Dispatch, Inc., Columbus, Ohio, Local 413; Waldo Rohnert Co., Hollister, Calif., Local 287; San-a-Pure Dairy Co., Ohio-wide, Local 361; Pacific Concrete and Rock Co., Oahu, Hawaii, Local 996; Block Distributing

Co., San Antonio, Tex., Local 657; Colonial Hardwood Flooring Co., Hagerstown, Md., Local 992.

Welding equipment and Supply, Detroit, Local 283; Carolina Lumber Co., Huntington, W. Va., Local 505; N. Y. Bakeries and S & F Bakeries, Miami Beach, Local 193; Burke Distributing Co., Dorchester, Mass., Local 25; Elkins Transport Service, Spokane, Local 690.

Certified during the period of the reports as bargaining agent for the employees involved are:

Local 743 at W. D. Allen Mfg. Co., Bellwood, Ill.; Local 135 at Hilderbrand Motors and Downtown Motors, Bedford, Ind.; Local 876 at Harper and Bateman Pickle Co., Hurlock, Md.; Local 135 at Johnston Distributors, Noblesville, Ind.; Local 206 at Trumbull Asphalt Co., Portland, Oregon; Local 135 at Smith Douglass Co., Indianapolis, Ind.; Local 337 at Interstate Host, Inkster, Mich.; Local 614 at Dance Oil Service, Detroit.

Local 135 at M. A. Delph Co., Indianapolis; Local 639 at Variety Wholesalers, Seat Pleasant, Md.; Local 332 at Clark Equipment Co., Flint, Mich.; Local 553 at George Hamilton, Inc., at Long Island City, New York.

Recession Bill A Union-Buster

Congressman Robert Wilson of California charged last month that the Kennedy Administration's first area redevelopment project was a "union buster."

Wilson, who is chairman of the National Republican Congressional Committee, astounded most of labor's officials in Washington. He does not have a pro-labor voting record, but a check of the facts surrounding the area redevelopment project indicated that Wilson was telling the truth.

The California Congressman, to the vast embarrassment of the Kennedy Administration, explained the project this way:

"The Kennedy Administration has agreed to give the town of Gassville, Ark., \$129,000 to develop a water system to enable the Mar-Bax Shirt Company to open a non-union shirt shop which would compete with textile firms in other areas of the country. The town also gets \$31,000 Federal planning loan.

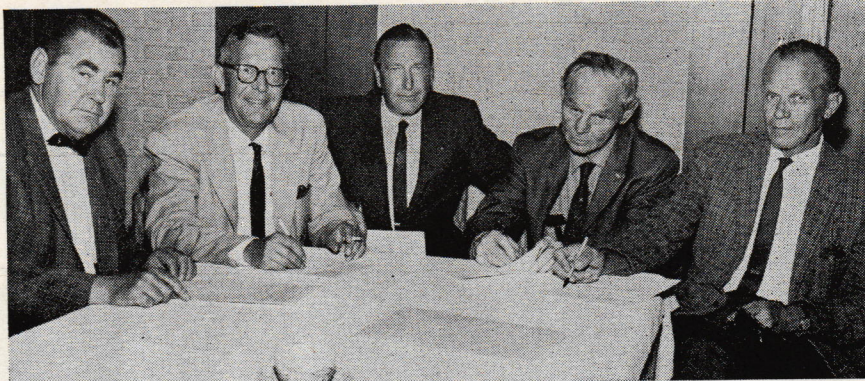
"The company which controls Mar-Bax has headquarters in New York. It operates another non-union shop in Tennessee and one in Jamaica, where workers are paid about \$7.00 per week. The Amalgamated Clothing Workers Union, AFL-CIO has protested the Kennedy Administration's action in subsidizing the Arkansas non-union shop with Federal funds.

"This so-called 'area redevelopment program' of the Kennedy Administration has actually developed into a pirating project which encourages industry to shift its operations from one area of the country to another . . . a practice which Mr. Kennedy soundly scored during his campaign for the Presidency."

Wilson pointed out, "During his campaign for the Presidency, Senator Kennedy piously promised to halt the movement of the textile industry from New England into cheap labor areas of the country. But the depressed areas legislation which he sponsored and pushed through Congress not only subsidizes such moves, but helps to set up union-busting shops in these areas."

The Teamsters Union strongly supported the depressed areas legislation, but warned that it could be turned into anti-labor, pirating operation by anti-labor organizations, particularly in the South.

Local 389 Organizing Drive Pays Off



Signing the contract is the order of business here as Teamster Local 389 successfully finishes negotiations with newly organized van and storage firms in the Los Angeles area. Signing the new agreements (left to right) are Arvid Johnson, Bellaire Van and Storage; F. F. Mortson, F. F. Mortson Van and Storage; Robert Wormser, Blue Ribbon Van and Storage; Dewey Copelan, president of Teamster Local 389; and Art Robinson, Beach Moving and Storage. These are four of 10 moving and storage firms organized by Local 389 since the July convention.

Chances are excellent that should you call upon the services of the van and storage industry in the Los Angeles area you'll be dealing with a firm whose drivers, helpers and warehousemen are Teamsters.

One hundred per cent organization of this industry is the goal of Teamster Local 389, and since the IBT convention in Miami in July, 389 officials have organized and signed contracts with 10 more companies.

The new companies are:

A-1 Moving.
Beach Van and Storage.
Bel Aire Van and Storage.

Blue Ribbon Van and Storage.
Decorator Delivery Service.
Miles Transfer and Storage.
F. F. Mortson Moving and Storage.
Schear Transfer and Storage.
Tobias Brothers Transfer and Storage.
Jimmy Walker Transfer and Storage.

Teamster members in the Los Angeles area are urged to patronize these firms, or to call Local 389 for the name of a union van and storage firm in your area when a moving job is in order.

Teamster Gets Civil Defense Post

Lloyd Reisner, president of Teamster Local 135, Indianapolis, was recently named by Indiana Governor Matthew E. Welsh as a member of the State Civil Defense Advisory Council.



Lloyd Reisner

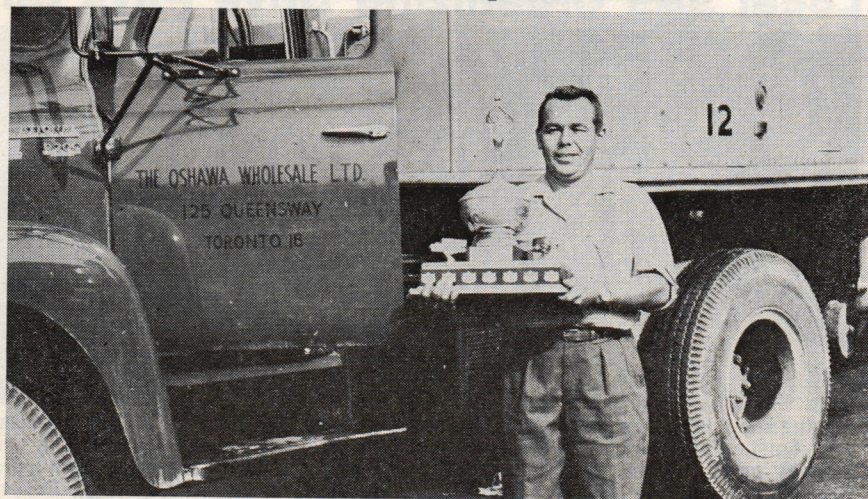
The selection of Reisner by the Governor was made in order to give representation on the important public body to the Teamster's Union in Indiana.

Selection of a Teamster official with Reisner's experience in trucking and transportation was deemed logical and necessary because of the emergency situation which would inevitably arise in transportation should the cold war erupt into a hot one.

From the time, 10 years ago, when Reisner was named nation-wide "Driver of the Year," he has been cited as an exemplary Teamster member and his counsel in community affairs has been actively sought.

The Indiana State Civil Defense Advisory Council is composed of members of representative groups ranging from labor unions to farm, employer, the medical association, the American Red Cross, and other public bodies.

Proud Accomplishment



The proud winner above is Curtis Toms, member of Teamster Local 230, Toronto, Ont., and driver for Independent Grocers' Association, who recently won the single axle tractor and tandem trailer division of the Toronto Regional Roadeo and emerged as grand champion of the three divi-

sions. He will now compete in the Ontario Provincial Roadeo. Winning the Roadeos is a big event in itself but preparation is a day by day effort for every driver as only those with no-accident records over the year may compete in final Roadeos.

Intercity Truck Tonnage Shows Dip Of 3.3 Per Cent in First 6 Months

Intercity freight tonnage hauled by truck during the first six months of 1961 was 3.3 per cent below the volume handled in the first half of last year, the American Trucking Association reported recently.

This tonnage decline is attributable in part to an extremely poor first quarter experienced by many carriers, when adverse weather conditions hindered motor freight traffic. Steady improvements in freight movements were reported in the second quarter of this year—the month of June was an even 4 per cent ahead of last year, and 2.8 per cent ahead of the previous month, May, 1961.

These findings are based on the ATA Department of Research and Transport Economics' monthly survey of class I and II common carriers of general freight. The data are not adjusted for seasonal influence nor for differences in the number of working days in each month. The total number of working days this year was one half a day less than in the first six months of 1960.

More than one-third of all general freight carriers—400 reporting in June

—hauled 38,942,241 tons in the first six months of this year compared with 40,265,198 tons in the same period of last year. For the month of June, these carriers reported 7,190,702 tons transported compared with 6,911,203 tons in June, 1960, and 6,997,724 tons in May of this year.

The ATA reported that analysis of the monthly reports indicate June results were the most favorable so far this year. Other less comprehensive reports received on a weekly basis indicate 1961 tonnage has shown continuing improvement during July and August.

Six of the nine geographical regions showed gains over the first half of last year. Of the three regions reflecting declines in tonnage, carriers in the Central and Middle Atlantic regions influenced the overall tonnage decline with decreases of 10 and 6 per cent, respectively.

Eight of the nine geographical regions showed increased tonnage over June, 1960, with carriers in the New England and Northwestern regions leading the way with increases of 12.1

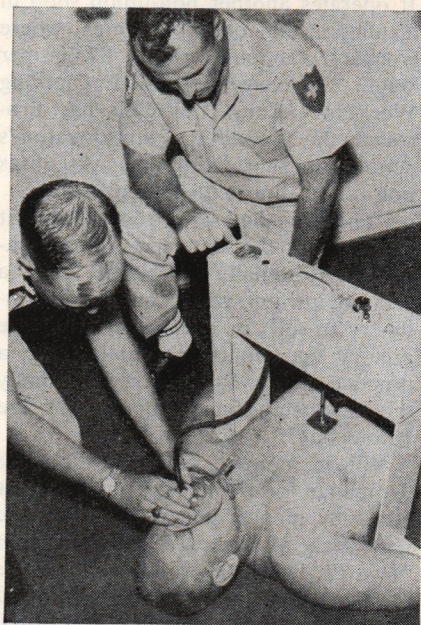
and 11.5 per cent respectively. Carriers in the Middle Atlantic region reported the only tonnage decrease, down 1.7 per cent. Compared with May of this year, all nine regions showed increased tonnage.

New Device Can Restore Heartbeat

Inventor William J. Mullikin, who devised the first portable iron lung, last month saw his newest invention, a cardiactivator, save a man's life by restarting his heart five times within a two-hour period.

The cardiactivator was more than two years in developing, and Mullikin has simultaneously developed a portable model which can be used for rescue operations and in first aid stations. Despite the fact that it has saved one man's life, it still must go through severe clinical testing.

Teamster President James R. Hoffa purchased the first portable iron lung made by Mullikin several years ago, and made it available for rescue operations. Hoffa has hailed Mullikin's newest invention as "a life-saver of untold possibilities which can be used by doctors and also by rescue units because it is so simple to operate."

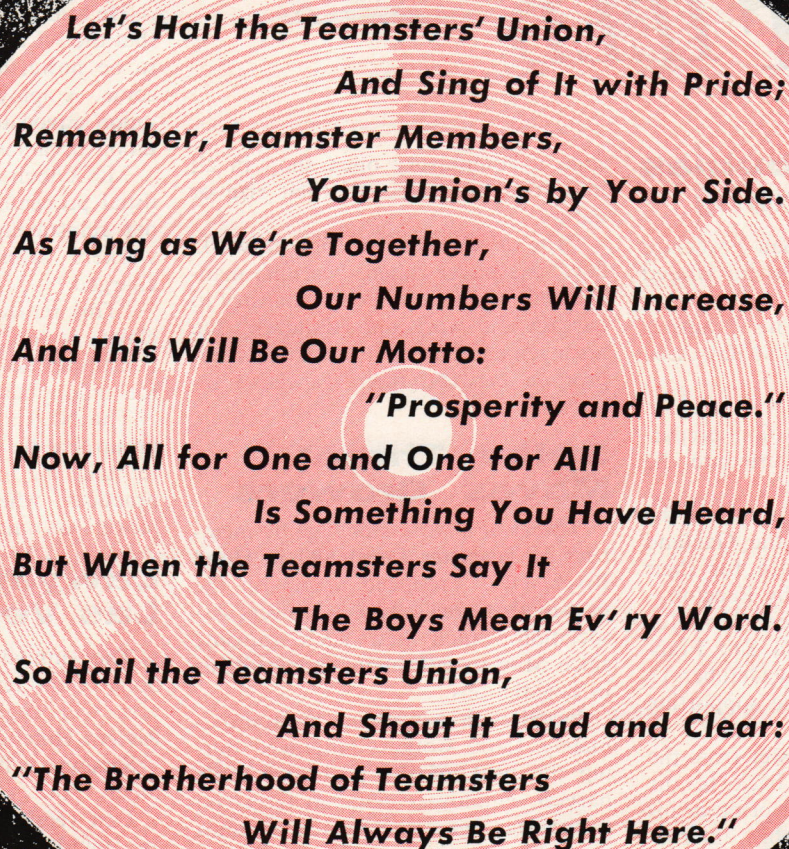


The portable cardiactivator is demonstrated on Inventor Mullikin. It is similar to a miniature pile-driver in slow motion. Not only does it mechanically beat the heart, but also it supplies artificial respiration. The plunger (pile-driver), on Mullikin's breastbone, moves up and down in a steady rhythm, massaging the heart from the outside. This action can, in turn, restore the heartbeat.

Official Teamster

Song

available in record form



**Let's Hail the Teamsters' Union,
And Sing of It with Pride;
Remember, Teamster Members,
Your Union's by Your Side.
As Long as We're Together,
Our Numbers Will Increase,
And This Will Be Our Motto:
"Prosperity and Peace."
Now, All for One and One for All
Is Something You Have Heard,
But When the Teamsters Say It
The Boys Mean Ev'ry Word.
So Hail the Teamsters Union,
And Shout It Loud and Clear:
"The Brotherhood of Teamsters
Will Always Be Right Here."**

THE OFFICIAL song the International Brotherhood of Teamsters, enthusiastically received by delegates to the 18th Teamster convention in July, is now available in record form for the membership.

Titled "Song of the Teamsters Union," the melody and lyrics have been adopted as the official song of the International Union.

The official union song was specifi-

cally written for the IBT by one of the nation's top song writing teams—Irrving Caesar and Abe Olman who wrote "Tea for Two," "O'Johnny" and numerous other works of Hit Parade fame.

The 45 rpm, with orchestra and chorus, was recorded by Amron Records, New York.

Because of the enthusiastic reception of the song by Convention dele-

gates and officials, it was decided to make it available to the membership in record form.

"Song of the Teamsters Union" can be ordered directly from Abe Olman Music, Inc., 10 Columbus Circle, New York 19, N. Y., either by individual members, or officials may order a supply for the local union office.

Purchase price is \$1 per record, tax included.



Teamster Doubles With Symphony

Henry Selvitelle is a San Francisco Teamster who loads trucks for United Parcel Service.

When not working at his Teamster craft, Selvitelle entertains at Bay Area functions.

This year, Selvitelle will use his Teamster negotiated vacation preparing for yet another venture into the Arts.

He will spend his vacation on the stage with members of the Oakland symphony as they prepare for their production of La Tosca by Puccini.

The talented Teamster Selvitelle, member of Local 278 in San Francisco, will make his debut October 13 in not one but two of the supporting roles.

Selvitelle takes his transfer from the dock to the stage and back to the dock in stride, with equal pride in his symphonic talents and his International Brotherhood of Teamster membership.

Church Group Opposes R-T-W

The United Presbyterian Church, at its 173rd general assembly has reaffirmed its opposition to so-called 'right-to-work' laws.

In a detailed study-paper, giving the church's position, a decision was reached that negotiation of a union shop between members of a union and their employer should not be taken out of the collective bargaining process and put in the hands of government.

The study paper points out that "a 'right-to-work' law uses the power of state government to produce in that

state a compulsory open shop in all industries, regardless of their size or nature.

"The absence of a 'right-to-work' law," the paper stated, "permits management and union in each industry to bargain and work out voluntarily the arrangement that is a workable compromise between their respective interests."

Strike Threat Moves Growers

Threat of a work stoppage by members of Teamster Local 883 in Hood River, Ore., produced action on the part of that area's Apple Growers Association which had been refusing since May to talk about money items in negotiations.

Faced with a walkout by approximately 1,400 workers employed during the peak of the pear and apple harvest, employers came to terms on a two-year agreement which contains improvements in working conditions and provides the wage increases the employers at first refused to discuss.

Labor Costs Down in Mfg.

It isn't very often that labor's position is substantiated right from the horse's mouth of big business, but the blue ribbon, \$1.25 per copy magazine of industry, Fortune, in its August issue did just that.

In spite of negotiated wage increases, Fortune stated that "unit labor costs in manufacturing are coming down rapidly as the volume of production rises."

The business journal went on to predict that "by the next quarter, unit costs may be back to the levels of 1959" which will "reestablish the gen-

eral trend that has kept costs on a fairly even keel beginning in 1957.

"Over this span, in effect, productivity per man-hour has risen about as fast as wages per manhour—that is, a bit over three per cent a year," the magazine reported.

NLRB Needs Tool To End Firings

Frank W. McCulloch, chairman of the National Labor Relations Board, stated recently in Washington that the government needs a bigger weapon to deal with "union-busting" employers.

He told the Federal Bar Association that the NLRB's remedies do not seem to be powerful enough to discourage some employers from discharging union advocates at the beginning of a union organizing campaign.

McCulloch stated that the board's usual procedure and remedy is to order reinstatement with back pay for workers who are unlawfully discharged.

"This remedy, many union officials claim, is too little and too late and constitutes no more than a 'license fee for union busting,'" McCulloch said.

The NLRB chairman told the legal group that his agency is studying ways to "take the profit out of unfair labor practices" whether committed by employers or unions.

Lawyers Set Las Vegas Meet

The annual meeting of the National Conference of Teamsters Lawyers will begin October 14 at the Riviera Hotel in Las Vegas.

Sessions will continue through October 17th.

Last year's Conference brought out an attendance of over 130, and it is expected that the ranks will be swelled to 150 at the Las Vegas get-together.

In addition to Teamster General President James R. Hoffa and the attorneys, the Teamster general executive board, and Teamster general organizers will be in attendance.

Scheduled for discussion at the Conference are such subjects as:

A report on Cunningham vs. English, the monitorship; legal and practical aspects in defending against damage suits; organization and recognition picketing, jurisdictional disputes; tax problems-government investigations; internal union affairs, 1961 Teamster constitution and Landrum-Griffin; secondary boycotts, hot cargo clauses; owner-operator and anti-trust laws, area bargaining; and legislative and political activities.

WHAT'S NEW?

Driver's Desk Proves Great Convenience

A great convenience for men whose office is a driver's seat is a new driver's desk that hangs over the back of the front seat and folds up against the seat back when not in use. Completely adjustable to the writing convenience of the user, the desk is designed to fit any vehicle. As an additional convenience, a clip board is attached which holds papers securely in place.

Versatile Compound For Metal Rapairing

A large number of items can be filled, bonded or repaired with a new metal repair compound which comes in a two-part system consisting of metal-filled epoxy resin and hardener. Here are some examples of its uses: repairing dents in sheet metal, caulking metal seams in tanks, sealing automotive radiators, patching holes in vehicle bodies, anchoring screws and covering countersunk rivet heads.

Anti-jacknife Device For Tractor-Trailer

Mounted on a tractor's fifth wheel to act as an anti-jackknifing guard is a movable hydraulic cylinder operating on fixed shaft and piston. A drop pin engages trailer fifth wheel wear plate and a slot in the cylinder. The resulting pressure on the cylinder prevents any sudden change in the angle between tractor and trailer, as in jackknifing.

Device Records Engine, Road Speed at Once

Both engine speed and road speed are indicated on a new double-duty tachograph. This single, compact unit

provides a continuous, closed, tamper-proof record of vehicle operation. It records revolutions per minute, miles per hour, stop and go time and distances traveled.

No Installation for Radar Detectors

Two manufacturers are marketing radar detection devices that warn the driver with a series of "beeps" that he is entering a radar-controlled speed zone.

The first assembly detects radar beams $\frac{1}{2}$ -mile away from their surface. Operating on two penlight batteries and having no wires or antenna, it uses printed circuits and transistors. It clips on the sunvisor or dash.

The second unit is also battery-powered with transistorized circuits and requires no installation.

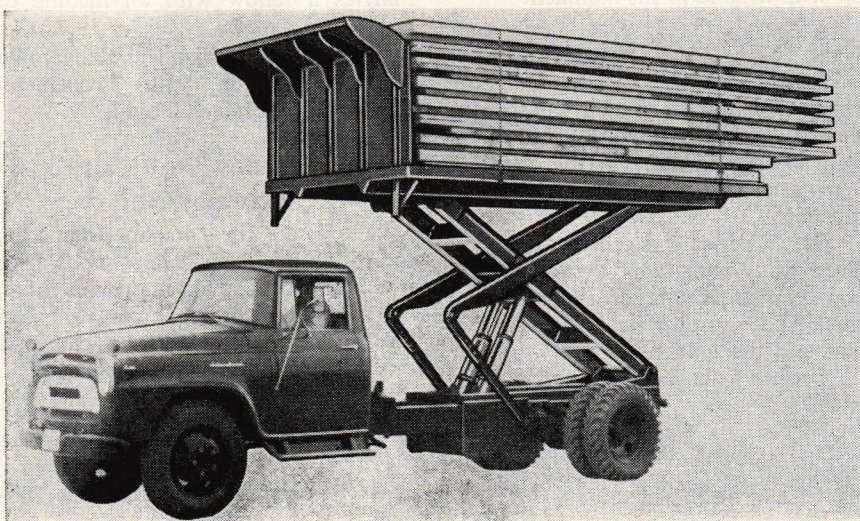
Compound Improves Hot Tank Cleaning

Hot tank cleaning of radiators and engine blocks is greatly facilitated by a new cleaning compound that is used most effectively above 180 degrees F. Removing all light rust and some hard water scale, the compound strips all paint from the radiator cores and leaves them ready for soldering.

Two-Way Radio is Portable, Compact

A major electrical manufacturer is marketing a small, compact, efficient and attractive two-way portable radio. Designed for communications between truck and terminal or for in-plant use, this VHF-FM unit measures 9.5 x 5.3 x 1.7 inches and weighs about 3 pounds.

Hi-Lift for Stacking, 2nd Story Work

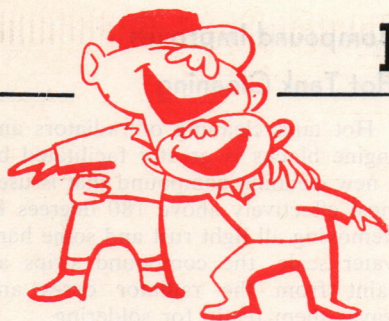


A new hydraulic hi-lift hoist which raises a loaded stake or platform body to any vertical height up to 132 inches above the truck frame is now being supplied by an Ohio firm. Because of its high load capacity, speed of operation, and lifting height, the unit has been exceptionally effective in reducing the cost of materials handling and speeding up deliveries.

The twin hoist assembly has a lifting capacity of 12,000 pounds and is available for use with either 12 foot or 16 foot long bodies. The unit mounts on truck chassis having cab-to-axle lengths of 175 inches and 192 inches and approximate wheelbase lengths of 175 inches and 192 inches.

The load can be tilted and dumped in conventional manner of a regular dump truck simply by removing the pull links from the front scissor arms. Automatic cut-off stops the hoist at its predetermined extended height—precluding any possibility of overextending the hoist. Raising and lowering the load is controlled from the truck cab.

There is a wide choice of stake, platform, and special bodies with which the hoist can be installed. Low-cost installation of the body and hoist can be made on any appropriate truck chassis either at the factory or at one of its distributors throughout the country.



LAUGH LOAD

Followed Orders

First Brig Mate: "What're you in for?"

Second Brig Mate: "The captain told me to stand at the door and call the officers names as they arrived!"

Very Funny!

Tanker Driver: "Do you know what would happen if a glass blower breathed in?"

Clever Cutie: "He'd probably wake up with a pane in his stomach!"

He was a big Wall Street tycoon, and she a slip of a girl whose eyes were filled with guileless innocence. But, as he paid a staggering check in a night club, he began to wonder if maybe . . .

"Say," he said sternly, "I've just given you a diamond bracelet, and now you want one of those foreign cars. Did you ever hear of the goose that laid the golden egg?"

"Oh, no," she cooed eagerly, "who is he?"

Feeling Useless

Policeman: "Didn't you see me signal for you to stop?"

Weavin' Willie: "No, Sir."

Policeman: "Didn't you hear me whistle?"

Weavin' Willie: "No, Sir."

Policeman: "Didn't you hear me yell?"

Weavin' Willie: "No, Sir, I didn't."

Policeman: "I guess I might just as well go home! I don't seem to be doing much good around here!"

A Safety Tip

A sign posted at a crosswalk in a Pittsburgh suburb reads: "To avoid that rundown feeling, cross carefully."

Golden Opportunity

"Pal!"

"Yeah, Son?"

"How come Noah didn't swat both flies when he had a chance?"

Match Play

"Golf, golf, golf," wailed the wife as her husband started for the door with his clubs. "I really believe I'd drop dead if you spent one Sunday at home."

"Now, dear," he answered, "there is no use talking like that. You know you can't bribe me."

Not Bad

"I've spent nearly \$5,000 on that girl's education," complained an aggrieved father, "and here she goes and marries a fellow with an income of only \$500 a year."

"Well," said a friend of the family, "that's 10% on your investment. Pretty good going, I should say."

Go, Go, Go!

"Yes," said the personnel manager, to the job applicant, "what we're after is a man of vision; a man with drive, determination, fire; a man who can inspire others; a man who can pull our bowling team out of last place!"

I Forget

Waitress—Did you order this sundae, sir?

Customer—No, late Saturday afternoon, I think.

Cuts My Corners

"I understand you have a very economical wife."

"Oh, yes. We have to go without practically everything I need."

Awful Truth

Sam Levenson says the teachers at his son's school had their eighth grade students take aptitude tests to find out what the students were best suited for.

Results proved they were best suited for the seventh grade.

Come in Handy

Festive One—Whatcha looking for?
Policeman—We're looking for a drowned man.

Festive One—Watcha want one for?

Sample

It was discovered that a parcel of twenty \$100 bills was missing at the bank. The staff worked all night trying to find them.

Next day, Sally, a girl clerk, walked into the bank to commence her daily duties. An officer asked her: "Sally, did you see a parcel of \$100 bills?"

"Oh, that! Why I just took them home to show mother the kind of work I'm doing."

Too Kind

"We're giving you a raise, Tomkins," boomed the boss. "We want you last week here to be a happy one."

Postcard

A fellow we know went to Florida last winter. He sent his psychiatrist a postcard saying: "Having a wonderful time. Why?"

Came the Dawn

Wife (at movies): "Is your seat comfortable, dear?"

Hubby: "Quite, my love."

Wife: "And do you have a good view of the picture?"

Hubby: "Perfect, dear."

Wife: "Are you bothered by that awful noise outside the exit?"

Hubby: "No, darling."

Wife: "Then trade seats with me, you selfish little weasel."

Mistaken

A fellow we know works for a big cosmetic firm and travels to every state selling his firm's products.

All his clients are women and he carries an address book containing the names and addresses of women in nearly every major town and city. Recently, he left his address book on an airliner, and a stewardess found it.

She posted it to him, together with a note that said simply: "Wow!"

Consistent

"Is that man annoyed with you about something? He didn't even return your greeting."

"Oh, he's my neighbor. Never returned a thing in his life."

FIFTY YEARS AGO

in Our Magazine



(From the October, 1911, issue of *The Teamster*)

How to Beat a Strike

During the height of the 1905 Chicago teamsters' strike, a group of employers whose business depended on teamster-made deliveries banded together to form the Employers' Teaming Company. The purpose of this move was to break the back of a teamster strike then in progress through the formation of their own teaming company, independent of union teamsters.

In the October, 1911, issue of our magazine a news story reports the dissolution of the teaming company, a company which had as its backers some of the largest department and mail order stores in the country.

The move of these companies some fifty years ago is comparable to the action various domestic airlines took several months ago in an attempt to relieve the economic squeeze resulting from a strike of the airline pilots union. You may remember that the struck airlines entered into a pact with other airlines not effected by the strike, agreeing to refer their passengers to them. In return the struck lines received a cut of the passenger revenue from the non-struck lines to help tide them over until the strike was settled, thus lessening the economic impact of the strike.

Although the Employers Teaming Company disbanded several years after its formation because of dissatisfaction

among the members of the company itself, it did serve a useful purpose as far as the employers were concerned by alleviating the impact of the most effective weapon that the worker has in helping him realize what he believes his due in justice—the strike.

In recent months, particularly in the publishing business and the transportation industry, we have become increasingly aware of this anti-strike device as utilized by employers.

Visualize, if you will, what would happen if this sort of practice became widespread. Supposing the auto industry, the steel industry, the chemical industry, the transportation industry, the publishing industry, signed mutual pacts to aid each other in case one of their fellow competitors was involved in a strike situation. In the event a strike was called, they would rush in and give enough financial aid to help the stricken company until such a time as the strike was broken. All the tremendous financial resources of companies that were signatory to such a pact, and they would be considerable, would be aligned against the striking unionists.

Fortunately for the workingman, however, the above system has one fatal flaw—no businessman or employer likes to see his profits going to his competitor. That deep-seated urge for increased profits would be the undoing of such a system.

The Human Hyenas

Another favorite device that the employer frequently uses to break a strike, though not quite as sophisticated as the mutual aid pact described above, is the strikebreaker or scab.

From his conception, the strikebreaker at his best has been considered a Judas character and at his worst an unfeeling, sub-human type who goes about living off the wasting flesh of the honest striker and his suffering family.

In the October, 1911, issue of the *Teamster* we get a candid look at a strikebreaker and how he himself feels about his evil trade. It is a frank admis-

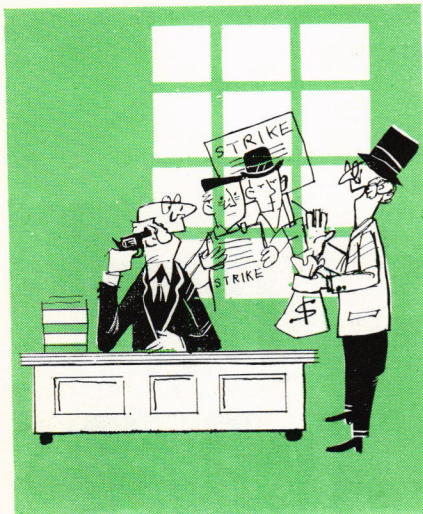


sion and one that any honest, decent working man cannot but help gain a certain sense of dignity even though he may have been forced from his job by the strikebreaker and the employer that hired this human hyena.

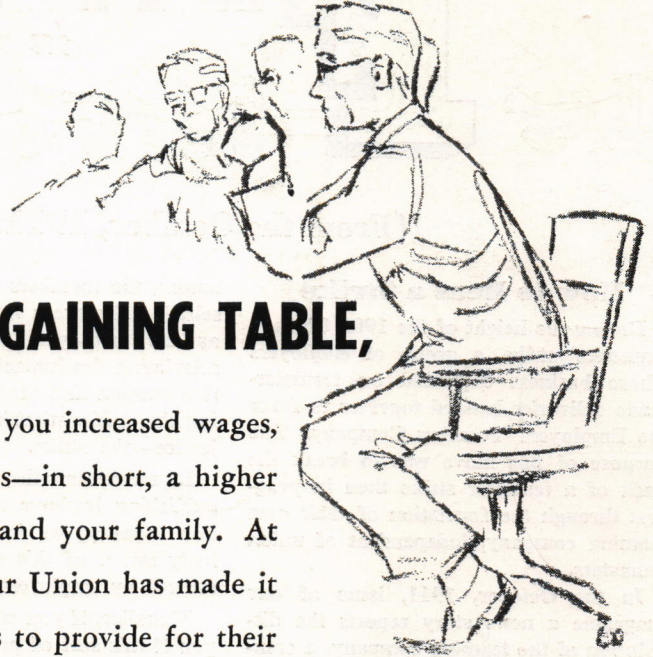
Quotes from this frank admission of a strikebreaker, as reported in our official magazine follow:

"Gangs collect a lot of money, too, breaking strikes. There's a couple of days of hard work and then it's just about as easy money as you want after that. I have helped to break a lot of strikes in the past six years and, take it from me here is one straight tip for the union men, they can win every strike they go out on if they will only sit tight at home and do nothing. Just let the gang breakers alone and they will make the bosses glad to get the old men back."

In conclusion, our magazine notes that while the information contained in the above quotation comes from a very discreditable source, still there is gospel truth in it which should be remembered by all who may go on strike. Strike breakers are composed generally of lazy, trifling, ne'er do wells, who never would work before and they can be relied on not to break their lifelong habits.



They're Your Gains—Protect Them!



HERE AT THE BARGAINING TABLE,

your Union has won for you increased wages, health insurance, pensions—in short, a higher living standard for you and your family. At this bargaining table, your Union has made it possible for many fathers to provide for their children advantages and an education which they never enjoyed.

BUT WHAT IS WON HERE CAN BE LOST.

It can be lost by legislative and political manipulation that weakens the hand of labor at the bargaining table.

Your Union can take care of itself at the bargaining table. But YOU have to do the job to protect your gains in the political arena. The way to do it is through DRIVE, your Union's political and legislative arm.

DRIVE needs your help to protect your bargaining table gains.



Your \$3 active membership dues in DRIVE also includes a contribution to the City of Hope, Nationally famed Medical Center, and you get FREE a handsome perfume-filled atomizer!

DRIVE

25 Louisiana Ave.
Washington 1, D. C.

Enclosed is \$3 for my active membership in DRIVE and contribution to the City of Hope. Please send my free atomizer filled with the perfume checked:

☐ Chante (comparable to Chanel No. 5) ☐ Ariste (comparable to Arpege)

NAME _____

STREET _____

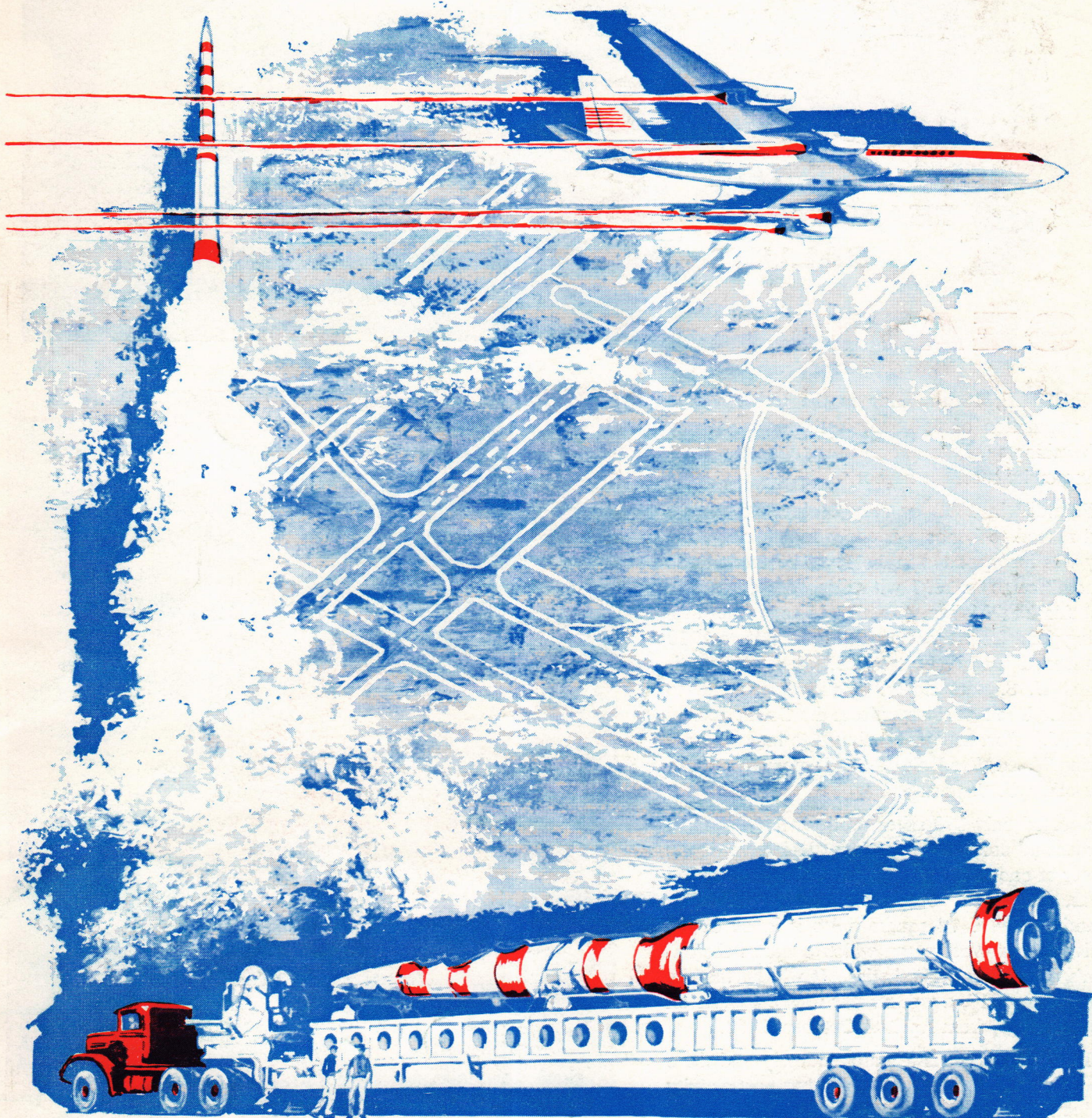
CITY _____ STATE _____

LOCAL UNION NUMBER _____

Registered to vote?

☐ Yes ☐ No

JOIN TODAY



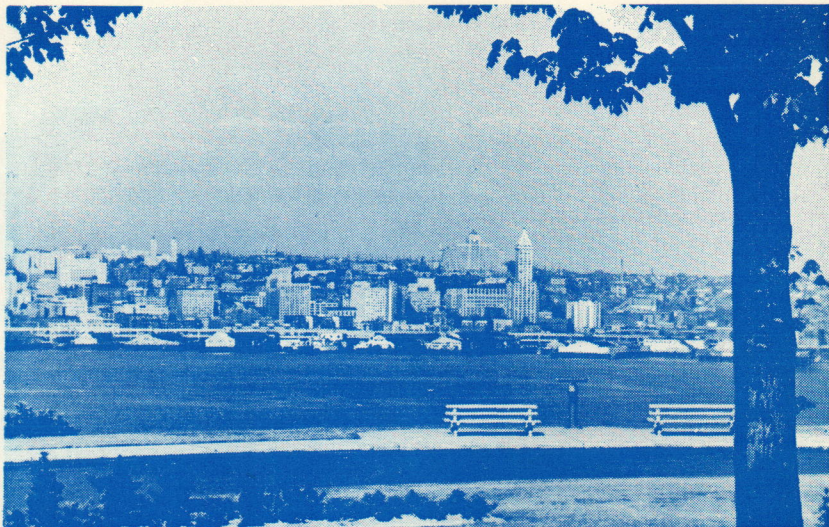
THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE

NOVEMBER 1961



**THE
TEAMSTERS
SALUTE**

SEATTLE



SEATTLE, 18th-ranking in the U. S. with a population of 550,525, is the principal city of Washington, beautiful and busy with the commerce of its excellent harbor.

Founded in 1852 by only 21 intrepid settlers and named to honor a friendly Indian chief, the city was incorporated in 1869. The first Seattle "boom" came in 1897 with discovery of gold in the Alaskan Yukon. Seattle became the out-fitting point for prospectors. From 1905 to 1910 it annexed ten adjacent towns. It is the continental U. S. port closest to the Orient and to Alaska. The first steamer from the Orient docked in 1896. Port activity continued to increase and, during World War I, Seattle built more ships than any other U. S. port.

Located only 110 miles south of the Canadian border and north of lofty Mount Rainier, it is the center of one of the world's most highly-electrified areas, thanks to abundant water power. This beautiful city of 74 square miles is home of the University of Washington which operates the nation's only school of fisheries. It will be the site of "Century 21", a world's fair with emphasis on the space age, from April to October, 1962.

The fishing fleet is a major industry and there is also much light manufacturing but port activity is Seattle's economic mainstay.

The climate of this city, farther north than northernmost Maine, is mild and warmed by ocean currents. Its average annual snowfall is 8.6, the same as that of Nashville, Tennessee. It is a popular convention spot and tourism is a major activity. We salute Seattle and the 23,500 members of 19 local unions within Joint Council 28 located there!



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THE INTERNATIONAL Teamster DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

Volume 58, No. 11

November, 1961

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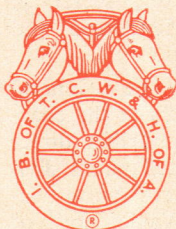
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first Auxiliary charter issued by Jo Hoffa

On Page 8, a SPECIAL REPORT:

Union Financial Security Insured



The International Teamster has an average monthly circulation of 1,321,000 and an estimated readership of 3,510,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

Editorial material should be addressed to:
Teamsters Union, Office of Public Relations and Publications,
25 Louisiana Ave. N. W., Washington 1, D. C.

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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and second class postage paid at Washington, D. C. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)



Beverage Workers Choose Teamsters

Employees of the La Salle Coca-Cola Bottling Company, Milwaukee, have tossed aside 10 years of representation by the Brewer Workers in favor of a Teamster contract.

The action came in a National Labor Relations Board election in which the employees voted by a two-to-one margin to affiliate with Teamster Bakery Sales Drivers Local 344.

Included in the new Teamster bargaining unit are production and maintenance, cooler service, and garage employees, and truck drivers and salesmen.

The vote was 67 to 31 in favor of the Teamsters.

The Brewery Workers agreement expired November 4th, and the employees are expected to be covered under a Teamster contract shortly.

With the Coca-Cola employees in the fold, Teamster Local 344 now represents all major bottlers in the Milwaukee area.

Teamsters Hobnob with Stars

Driving a truck can be glamorous, and 50 members of Teamster Local No. 16 in Grand Junction, Colorado, are proving the point by working along side such personalities as Debbie Reynolds and James Stewart.

The occasion is the filming of Metro-Goldwyn Mayer's movie, "How the West Was Won."

Segments of the star-studded movie are being filmed around Montrose and Ridgeway, Colorado, high in the snow-capped Rocky Mountains.

Local 16 Secretary-Treasurer A. J. Stucker reports that the 50 Teamsters are working as chauffeurs for the actors and actresses, as drivers and as wranglers.

New Local In Canada

A new local of the International Brotherhood of Teamsters has been presented its charter in London, Canada, at a ceremony at which I. M. Dodds, of Toronto, installed officers.

With a membership of approximately 1,000, the new local union is No. 141.

Ben Lessard, of London, is president of the local union. Other officers are Jim Biever, vice president; Robert Tordoff, secretary-treasurer; William Graham, recording secretary; Robert Hall, Lloyd Henderson and Wilbert Hooper, trustees.

Representing Teamster General President James R. Hoffa at the charter meeting was William Griffin, director of the national miscellaneous division. Also attending were Aston McEachron and M. F. Wagle, both of the Teamsters office in Toronto.

H & W Official Gets High Post

Charles O. Cross, of North Hollywood, Calif., statistician for Teamster

Joint Council 42, has been elected national treasurer of the National Conference of Health, Welfare and Pension Plans.

The election took place at the group's 7th Annual Workshop and Business Session recently held in Philadelphia.

Cross is also administrator of all Teamster negotiated health and welfare plans in Southern California, a post he has held for the past 11 years.

Teamsters Mourn Gower's Death

Canadian and U.S. Teamsters last month mourned the death of Charles Alfred Gower, secretary-treasurer of Joint Council No. 26 in Vancouver, B. C.

Brother Gower, 59, joined Taxicab, Stage, Bus Drivers and Dispatchers Local No. 151 in 1938. In 1944, he was elected secretary-treasurer of the local union, a post he held until his death. He was also on the executive board of the Canadian Conference of Teamsters and was a vice president from Joint Council No. 26 on the Western Conference of Teamsters executive board.

In addition to a life-time history of service to Teamsters, Brother Gower was active in community service enterprises such as the formation and operation of the Children's Jubilee Summer Camp program in Vancouver, an organization for the underprivileged children of the community.

Gower is survived by a wife, two daughters, and a son.

Seattle Stations Sign Contract

Approximately 600 Seattle filling station attendants will react to the traditional cry of "fill'er up" with more enthusiasm following the successful conclusion of negotiations with their employers by Teamster Local 309.

They have just ratified a new three year contract calling for a 15-cent wage boost which will bring their wage rate to \$2.25 per hour at the end of the agreement.

The new agreement was overwhelmingly ratified by the members involved.

Free Collective Bargaining a Must

One of the most disturbing aspects of labor-management relations and collective bargaining today is the continual intervention by the executive branch of the government, both by direct and indirect methods.

Since the Kennedy administration was inaugurated, we have seen the Secretary of Labor used as an intervener in several labor disputes, each time with the announcement that the dispute was detrimental to the security of the United States.

This direct intervention by the executive branch is a dangerous step toward destroying a basic democratic necessity, free collective bargaining.

When a person of cabinet rank steps into a labor dispute there is undue influence brought to sweep the issues under the rug, to reach a settlement immediately, and once again the working man pays the bill for national security while management takes another free ride.

Collective bargaining by executive order ignores the fact that an honorable settlement can be achieved only by parties to a dispute sitting down at the negotiating table in a free give-and-take session.

Collective bargaining by executive order is, in effect, another weapon to go with the injunction to strip American workers of their right to withhold their labor to command a just wage for their work under conditions which allow them dignity on the job.

If, in fact, the instances referred to here involve workers whose labor is so vital to American security, then government, management and the public should reassess their values, should recognize that such labor by its very nature should command very good wages indeed.

If, for example, the millions of commuters into New York City each day are so dependent upon the tug boat operators, then consideration should be given to the fact that perhaps they are worth more to the economy of that city and to national security—and should command more for their services—than a commuting executive who goes into the city each workday to prepare copy for a deodorant advertisement.

It is difficult to determine whether direct intervention by the executive branch in the collective bargaining process is more of a threat than the indirect approach to basic American rights.

By indirect interference, I mean statements of the administration—by the President and his cabinet officers—to the effect that every negotiated wage increase is inflationary.

Is this an admission by the Kennedy administration that the American Dream will never be realized by millions and millions of American workers because the American Dream is itself inflationary?

President Kennedy called upon the steel industry to forego price increases when the Steelworkers' contract called for the last increase in wages. For the most part, communications from steel executives on the request all contained the theme that Kennedy's was a noble thought, but could not be complied with.

Instead of responding to the President's request in good faith, steel executives seized on Kennedy's proposition as

a propaganda weapon to beat labor over the head again.

They blamed cost of labor for all ills besetting the steel industry today. With the cleverness of any Ivy League public relations man, the steel industry completely ducked the fact that it has yet to share the benefits of automation with its workers or with the American public.

It has been made clear by the Administration that steelworkers, and labor in general, will be asked to forego wage increases next time around, unless they are warranted by increases in productivity. This reasoning makes a two-headed ostrich out of the Administration—both heads buried deep in the sand.

First of all, the American worker has never caught up, has never been fully paid in relation to his productivity. This is one bill American management has never paid.

Secondly, and steel is the perfect example, a man displaced by automation is in poor position, indeed, to bargain for the increased productivity of the machine which replaced him.

We do not make light of the terrific problem facing the Kennedy Administration in the fight with Communism and its vicious totalitarianism.

Rather, our concern is that in the fight we give up or have taken away those very freedoms which distinguish Democratic Capitalism from Communism such as free collective bargaining.

If, as we are told, this generation and generations to come will live in the grips of a Cold War with Communism, it becomes of paramount necessity that those things which distinguish free men from Iron Country people be ever clear in the minds of those who have the power to preserve or destroy that distinction.

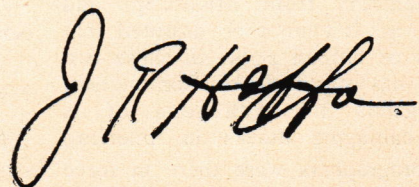
Certainly the distinction will ever be in sharp perspective if American men and women are left to bargain collectively.

We do not believe the American Dream must be abandoned under the pretext that it is inflationary.

Rather, the minds of free men must be turned to solving the problems of our hard core of unemployed workers, the miseries caused by the misapplication of automation, idle plants and inadequate purchasing power among so many, many Americans.

The American Dream must be made available not only for the corporation executive, but for the worker in a warehouse or driving a truck, for the worker attending a blast furnace, yes, even for the worker in the field harvesting a crop.

Preservation of free collective bargaining in this country will do more to achieve the American Dream for all than any single action of government while at the same time serving as one of the greatest bulwarks against an ism of any kind.



RED PROBES FIND HUNTING POOR IN TEAMSTERS

Witness Hoffa had been denied a



This was late afternoon. By then, the gallery was nearly empty. TV cameras had long-ago ground to a halt. The press had left following the morning session—except for the very hopeful who lingered to the end anticipating that at least a left-winger



could be found in the Teamsters.

Those reporters who had departed to meet deadlines filed stories not dealing with any findings of the subcommittee, but of Senator McClellan's sensitivity to being compared with Harry Bridges. Hoffa struck a sensitive spot in McClellan's Southern respectability in the following exchange.

MR. HOFFA: Well, I do not know whether or not Harry Bridges' union is Communist-dominated or aligned with the Communists, but I do know that the United States Government accepts the forms filed by Bridges.

I do know that the shipowners on

the West Coast deal with Harry Bridges.

I do know that certain colleges, institutions, invite Harry Bridges to make speeches there, and I do not find it any different with our organization than the United States Government, employers, agencies of government or colleges to have the association where necessary in the defense of our organization to meet with anybody, whether it be Harry Bridges or Senator McClellan, as a comparison.

SENATOR McCLELLAN: Just one moment.

I think I will take the time to make an observation. I do not know Mr. Bridges. I have no contact with him. I suggest you make your comparisons with those who have such contacts similar to yours.

MR. HOFFA: Well, I think Bridges is trying to help the labor movement and I think you are trying to hurt it. That is the comparison I make.

SENATOR McCLELLAN: I am trying to do something with certain movements in it, certain influences in it. If that is what you mean, and I will continue to . . .

MR. HOFFA: Or individual.



Sen. McClellan (above) in a finger waving exhibition. Searching for his next question is Counsel Sourwine (left).



It should be reported here that the *International Teamster* magazine took an approach in covering the hearings which it has not followed before—but with a legitimate purpose in mind.

Whenever a photographer shoots pictures all through a lengthy hearing, he invariably comes up with some uncomplimentary shots, and such uncomplimentary poses of Teamster General President are always selected by picture editors for the daily press.

The Teamster photographer shot all during the hearing and naturally some were not flattering. They are presented here for the sole purpose of making the point.



Chairman Eastland (D-Miss.), left. On press row, below, a reporter waits hopelessly for a headline.



SENATOR McCLELLAN: If you want to have a personal quarrel with me, that is all right, but I suggest, Mr. Chairman, that this witness simply answer questions.

If you want a personal quarrel with me, you can have that when you want it.

MR. HOFFA: I have offered to debate with you and you have not taken it up.

SENATOR McCLELLAN: I will tell you why. Do you want to know?

MR. HOFFA: I would like to know.

SENATOR McCLELLAN: I will let you know.

THE CHAIRMAN: Proceed.

With that exchange over, the press finally had a story which hit the wires of the press services shortly after the noon hour, even if it wasn't the story they went to the hearings to get.

Through most of the proceedings, the questioning was at best vague. At one point it became somewhat more than somewhat confusing.

MR. SOURWINE: Are you aware that the Supreme Court, as the Court itself said in the *Mary Black* case, has consistently refused to review the Communist Party as an ordinary political party and has upheld Federal legislation aimed at the Communist problem which in a different context would certainly have raised constitutional issues of the gravest character?

At this point, Edward Bennett Williams, general counsel for the International Brotherhood of Teamsters, made the following statement:

MR. WILLIAMS: I am a member of the bar, Mr. Chairman, and I do not understand that question. I do not see how the witness would be expected to understand it.

THE CHAIRMAN: Repeat the question.

MR. WILLIAMS: You might simplify it for the witness. It is fraught with legal terms.

All was not lost, however. In digesting the testimony, one finds that Teamster General President James R. Hoffa made the following points:

1. It is of mutual value to memberships of any union, to the industry, and to the public, too, to have agreements between unions which prevent long and costly jurisdictional disputes; agreements which strengthen the bargaining hand of workers in contract talks for better conditions, better hours, and better wages.

2. Poverty is as much an enslaver as Communism.

3. That unions which the subcommittee continually referred to as



Throughout the hearings these photographers above sat in shooting position to get an unflattering picture of the witness. Under instructions, their job was to "keep shooting" until they came up with the picture which would ridicule. Had they turned around, they could have caught Sen. McClellan (right) doing finger tricks with his glasses.



"Communist-dominated" are certified by the U. S. Government as the legal bargaining agencies for their memberships; that government agencies, such as the Conciliation and Mediation Service, extend their services to both unions.

4. That a New York Teamster local union had requested information from both the Subcommittee and the FBI concerning two members, that neither supplied the information requested, and that the members are no longer associated with the International Brotherhood of Teamsters.

5. Teamsters, back in the early days of American trade unionism, never found it necessary to work with Communists to build up the organization, but rather became the world's largest trade union with a clear cut record of fighting Communism wherever it was encountered; that some unions now represented as what unions in this country should be do not have a similar history.

6. If rulings of the courts prove that unions with which Teamsters have pacts are under Communist influence, such pacts will no longer be in force.

7. That the International Brotherhood of Teamsters constitution specifically bars membership in the Teamsters to Communists.

8. No one outside the Teamsters runs that organization.

9. Hoffa supported a 1956 report of the Bonner Committee of the U. S. House of Representatives, which urged cooperation between transportation unions to solve the tangled jurisdictional labor lines in the industry, so unions, industry, and the public would benefit.

(Among the objects outlined in the Bonner Committee report was the "eventual establishment of common termination dates for collective bargaining agreements in the industry.")

10. Secretary of Labor Arthur Goldberg stated during the recent

Maritime strike that one of the problems was lack of coordination between the many unions in the transportation industry.

On the surface, the hearing was presented as an inquiry into "Communist influence" in transportation unions, and in the Mine, Mill and Smelter Union.

Other suspected and unstated objectives cannot be overlooked:

1. Publicity at this time could very definitely be prejudicial to the indictment of Teamster President Hoffa in Orlando, Florida.

2. Just before Congress adjourned, Senator McClellan introduced a bill—still to be considered in the next session—which would place all transportation unions under anti-trust laws.

By attempting to link the largest transportation union of them all—the Teamsters—with Communism, McClellan can obtain propaganda mileage for his measure which its merits do not warrant.

Court Ruling Insures Strong Financial

IN THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF COLUMBIA

International Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America,

Plaintiff,

v.

Bakery Sales Drivers Local No. 33,
and

Howard G. Scrivener,

Defendants.

Civil Action
No. 2915-61

ORDER

This cause came on to be heard on cross motions for summary judgment, and the Court having considered the complaint for declaratory judgment, defendants' answer and the memoranda filed by the parties, and having heard the arguments of counsel and being fully advised in the premises, does make and enter the following

ORDER AND DECLARATION OF RIGHTS

1. The motion of plaintiff for summary judgment is granted.
2. The motion of defendants for summary judgment is denied.
3. The action of plaintiff in raising membership dues at its special convention in July, 1961, by adopting Article X, Section 3(d), of plaintiff's Constitution is valid and authorized under Title 29, U.S.C. Sec. 411(a)(3).
4. Enforcement of Article X, Section 3(d), pursuant to plaintiff's Constitution, will not violate any membership rights conferred by Title I of the Labor Management Reporting and Disclosure Act of 1959, or any other applicable law.

/s/ Alexander Holtzoff

Judge

October 27, 1961

Date

You are about to embark upon an epoch-making period in this International Union and probably at no time in all the glorious history of the organization has a group of local unions been so burdened with responsibilities, and at the same time been placed in such an honorable position as is yours.

The International Brotherhood of Teamsters is at a crucial point in its existence, and the decisions at which delegates to the 18th International Brotherhood of Teamsters convention arrived have determined that the International is to go forward.

Probably no union in the history of this or any other country is more closely watched by outside as well as inside interests as is yours. Therefore, it is with a great and sincere desire for the welfare of the International Brotherhood of Teamsters that delegates acted as they did on a matter of vital importance.

Recall in your mind the financial reports published regularly in the "International Teamster" magazine by our General Secretary-Treasurer under the provisions of our constitution.

You will arrive at the same conclusion as did the General Executive Board, that the financial income of the organization from per capita sources was not sufficient in relation to the cost of operation.

We must have greater operating in-

Per Capita Comparison

*INTERNATIONAL BROTHERHOOD OF TEAMSTERS	.....	.40
United Automobile Workers	.....	1.75
American Bakery and Confectionery Workers	.....	1.25
Journeyman Barbers International Union	.....	.80
International Brotherhood of Boilermakers	.....	1.75
United Brick and Clay Workers of America	.....	2.50
Bricklayers, Masons and Plasterers International Union of America	.....	1.75
Building Service Employees International Union	.....	.70
United Brotherhood of Carpenters and Joiners of America	.....	1.25
United Cement, Lime and Gypsum Workers International Union	.....	2.50
International Chemical Workers Union	.....	2.00
Amalgamated Clothing Workers of America	.....	1.25
International Union of Operating Engineers	.....	1.10
International Ladies' Garment Workers' Union	.....	1.50
Hotel and Restaurant Employees International Union	.....	.60
The Wood, Wire and Metal Lathers International Union	.....	2.65
International Longshoremen's and Warehousemen's Union	.....	1.00
International Association of Machinists	.....	2.00
National Maritime Union of America	.....	6.66
Amalgamated Meat Cutters and Butcher Workmen of North America	.....	1.65
Sheet Metal Workers International Association	.....	1.75
United Packinghouse Workers of America	.....	1.75
Brotherhood of Painters, Decorators and Paperhangers of America	.....	2.00
International Photo-Engravers' Union	.....	14.00
United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the U. S. and Canada	.....	1.50
International Brotherhood of Pulp, Sulphite and Paper Mill Workers of the U. S. and Canada	.....	1.75
Amalgamated Association of Street and Electric Railway Employees of America	.....	1.60
United Rubber, Cork, Linoleum and Plastic Workers of America	.....	1.75
United Steelworkers of America	.....	2.50
Textile Workers	.....	2.00
Transport Workers Union of America	.....	1.25

*Chart compares Teamster per capita, before convention increase, with that paid other international unions. Even with boost to \$1, per capita of Teamsters is still among the lowest.

Support for Membership

come so that we can expand our organizational activity, improve our services to our local unions, and expand our legislative activities. It is your responsibility to make sure that we have adequate reserve funds for strike benefits—as a practical support to our local unions to carry on necessary strike activity to a successful conclusion, and to provide for a measure of financial support during employer lockouts.

On the basis of per capita income alone, the International went into the red during the convention period 1957-1961. Labor warned our Congressmen of the drastic effects and cost of legislation that was contemplated, but to no avail. Despite the best efforts of your International General Officers, the General Executive Board and the Finance Committee, the battle against rising costs of operation on today's market was a seriously losing one in the amount of \$4,600,000. This could not continue.

If we had remained in the AFL-CIO, central bodies and state federations, etc., we would have gone further into the red by an additional million dollars.

The charts on page 10 will help you compare the strike benefit costs with the last convention. Contrast the organizing campaign costs, the bonding costs, the magazine costs, and the administrative costs.

In these charts note that 60 per cent of all monies expended during the convention period just ended was a direct contribution to membership job security by virtue of strike benefits and organizing.

Of the balance, 21 per cent was devoted to the important fields of education and litigation, and 19 per cent to service by the International. Contrast these percentages with the two prior convention period figures. Note that there was no surplus.

Without surplus, there were no additional investments and, therefore, no increase in our financial income.

We operated on a shrunken 59-cent dollar in 1957-1961 as compared to the 100-cent dollar in 1947-1952, and the 87-cents in 1952-1957. Lack of surplus creates this situation.

Without serious thought and action toward increasing our income, the operating dollar would have shrunk even more.

Sometimes it is good to consider your own problems in the light of those of others. The result is very often an enlightening one. The thought might arise as to how our International compares with others in the matters of per capita tax structure.

Well, the best approach is to look at the record. The record reveals that the International Brotherhood of Teamsters had the lowest per capita of any International in the labor move-

ment. Study chart on page 8 and learn what the affiliates of other organizations obligate themselves to pay the parent body:

Your International Union provides—as does no other international union—a vast number of membership services which the local unions require, such as assistance in collective bargaining; assistance in filing of government reports; assistance in contract negotiations; legal and accounting advice; researching; wage studies; organizing; publicity; supplies; legislative programs; the International magazine;

Important Notice to Members

Article X, Section 3 of the constitution of the International Union was amended at the International Convention, held in Miami Beach, Florida, July 3-7, 1961, to provide for:

1. Minimum dues of \$5.00 for all members;
2. An increase of \$1.00 in the dues of all members, regardless of whether dues were at the minimum \$5.00 level or not;
3. An increase in per capita taxes of sixty cents (60¢), making a total of one dollar (\$1.00) per month. Forty cents of each dollar dues increase remains with the local union, thus giving additional financial support at the local union level.

All of these increases were made effective for the month starting January 1, 1962.

The dues increase will permit greatly expanded benefits for the members and officers of all local unions. Strike benefits will be increased from the present \$15.00 per week to \$25.00 per week beginning with the fifth strike benefit payment.

The increased dues will make possible an expanded organizing program to protect the standards of the membership against unfair, low-wage employers. There will be increased activity in the political and legislative fields to protect the membership against the continued onslaught of anti-labor legislation and to insure that working people will be represented in the legislatures by office holders who have the interests of working people at heart.

To permit the paid officers and employees of local unions to receive pension benefits comparable to those already received by most members, a pension program for these officers and employees will be set up and financed by the International Union.

All this will serve greatly to strengthen the entire organization both on the national and local level.

Because of questions raised with respect to whether or not the automatic dues increase would become effective without submission at the local union level, the International Union started a court action for a declaratory judgment for the purpose of obtaining a federal court determination.

This action came on before Federal District Judge Alexander Holtzoff of the Federal District Court in the District of Columbia, on Thursday, October 26, 1961. After hearing the argument, Judge Holtzoff ruled that the action of the International Convention was clearly in accordance with the provisions of the Landrum-Griffin Act and that the dues increase voted by the Convention was legal and valid.

Accordingly, we are hereby advising you that the above-mentioned provisions, Article X, Section 3, of the constitution become effective as of January 1, 1962.

The judge ruled the convention is the supreme governing body of the entire organization, that action of the convention is binding upon the membership. The accompanying article explains the need for the dues increase. Any further questions should be brought and explained in detail on the floor of your local union meetings.

Some Economic Facts

1. The IBT has not increased per capita payments from local unions since 1952, when they were increased from 30 to 40 cents.

2. Since 1947-49, the cost-of-living index has risen from a base 100 to 128.3. The cost of everything has risen constantly.

3. The IBT, until January 1, 1962, has had the lowest per capita tax of all major International Unions, while—

a. Strike benefits to members has increased from an average of \$2,236 per day during the period July 1, 1952 to June 30, 1957, to \$5,045 daily during the period July 1, 1957 to March 31, 1961.

b. Organizing expenses (monies returned to local unions and joint councils for organizing) have increased from \$2,725 daily during the 52-57 period to \$4,959 during the 57-61 period;

c. The cost of bonding increased from \$43 per day before Landrum-Griffin to \$71 per day since the passage of that anti-labor legislation.

d. Legal fees increased from \$332 per day during the 52-57 period to \$1,522 daily since July, 1957.

e. Expenses for the Monitorship ran \$485 daily;

f. Legislative and political education expenses have run \$271 daily since 1957.

g. Cost of appeals and hearings at the local union and joint council level have run \$20 per day during the 1957-61 period.

4. Wages and benefits—health and welfare programs and pension plans—have increased for the membership continuously since 1947.

5. It would have been impossible to continue the many, many services to IBT membership with operating revenue dwindling in relation to ever-increasing costs of running an International Union.

6. Members will not now be forced out on strike by an employer testing financial strength of your International Union.

7. Strike benefits will be increased from \$15 per week to \$25 per week beginning with the 5th strike benefit payment.

8. The United Steelworkers increased their dues in 1956 and do not have a strike fund, but pay benefits in hardship cases out of the general fund or from collections.

9. The United Autoworkers increased their dues by 50 cents in 1957, and by another \$2 in 1959. Ear-marked from dues is \$1.25 to a strike fund from which benefits are not paid until the third week of the strike and the amount dependent upon the marital status and length of the strike.

10. The current increase in IBT per capita payments—the first in 9 years—will insure strike benefits of \$15 per week until the fifth payment when they will go to \$25 per week; will allow the IBT to step up activity of organizing the non-union worker to protect union benefits and wages; and will permit the IBT to increase activity in the legislative and political education field to protect against anti-labor laws which hamper effective collective bargaining.

staff service; and many other vital functions to serve the membership.

The unorganized are a dragging anchor on collective bargaining gains and improvements and are an ever-increasing threat to the wages and hours and conditions of today, let alone what this threat will be tomorrow. We shall not let up on our continuing campaign to organize the unorganized, a program which the In-

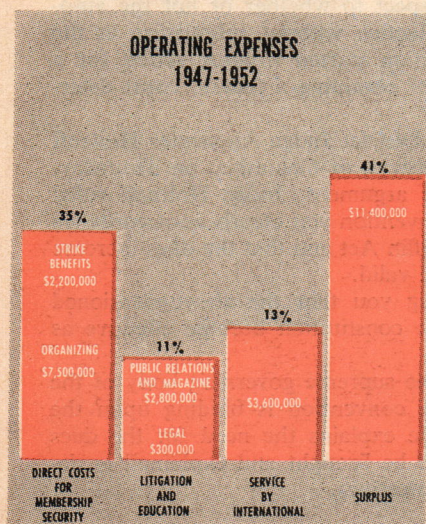
ternational Union has supported so generously from per capita tax which goes back to your organization.

Our future growth and stability depend on increased income and a financially strong International Brotherhood of Teamsters.

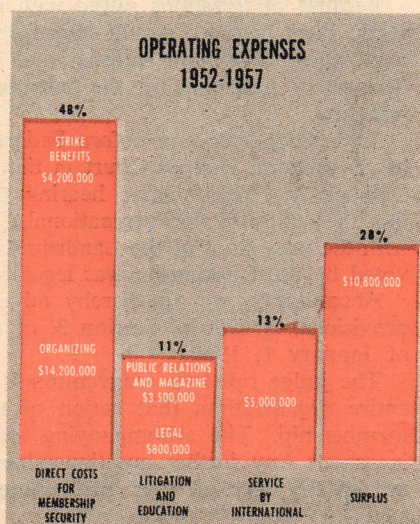
Strengthening the union required strengthening its financial position on a firm, long-range basis.

A strong treasury makes a strong union. With a financially strong union, we can assure success of our long-run bargaining and legislative objectives of job security, more adequate pay, improved health and welfare and retirement benefits, better working conditions, contracts second to none, and continued support for your local unions, joint councils and conferences.

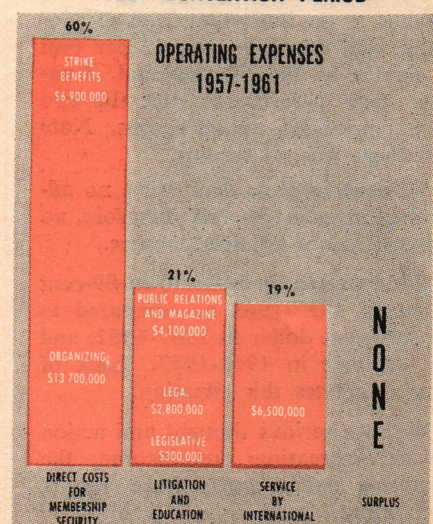
1952 CONVENTION PERIOD

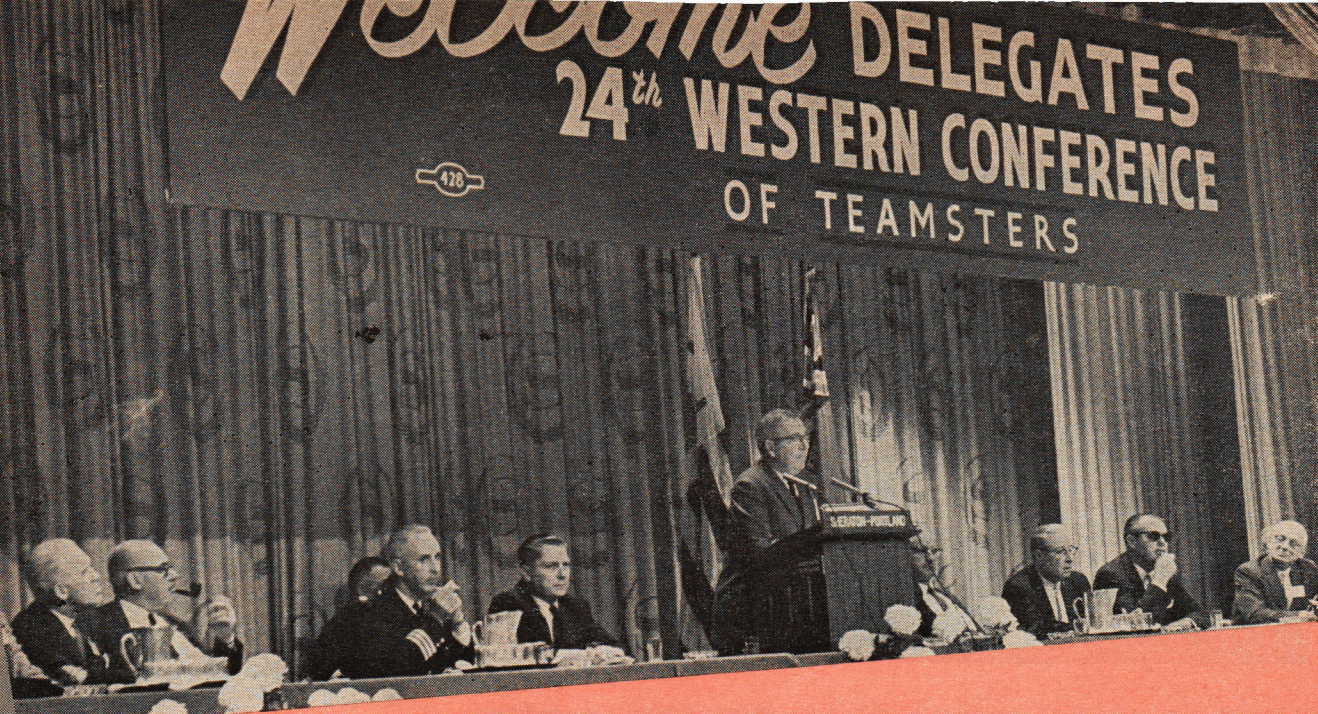


1957 CONVENTION PERIOD



1961 CONVENTION PERIOD





Western Conference of Teamsters Director and International Union Vice President Einar O. Mohn presides over the opening session of the 24th Western Conference of Teamsters in Portland, Oregon, October 9. Seated to Mohn's immediate right is Teamster General President James R. Hoffa. On Mohn's immediate left are International Union Vice Presidents Joseph Diviny and George Mock.

Delegates Tackle Heavy Workload

THE 24TH meeting of the Western Conference of Teamsters concluded in Portland, Oregon, last month, after a three-day session in which Conference structure and by-laws were amended to comply with the International Teamster constitution.

The working agenda of the Conference was heavy and was met with the traditional style of Teamsters in conference.

In addition to by-laws changes, delegates rearranged Conference per capita tax structure, eliminated a board of conference vice presidents elected from each joint council in favor of a 21-man policy committee, decided to meet biennially instead of annually, abolished the position of conference secretary-treasurer in favor of a comptroller, and passed a series of resolutions—one of which makes possible a \$200 a month pension for Teamsters retiring under the Western States Master Freight Agreement.

In attendance were nearly 400 delegates from the 13 Western States and three Western Canadian Provinces.

Highlights of the Conference were addresses by Teamster General President James R. Hoffa and Teamster General Secretary-Treasurer John F. English.

A touch of Southern charm was

added to the Western meeting in the person of International Vice President Murray W. Miller, chairman of the Southern Conference.

Extending greetings and wishes for a successful meeting, Murray pledged cooperation from his conference to Western Teamsters and expressed the solidarity of Teamsters nationwide in his praise of its current leadership under Hoffa and English.

It was an hour of triumph for Hoffa, as two years before at a Con-

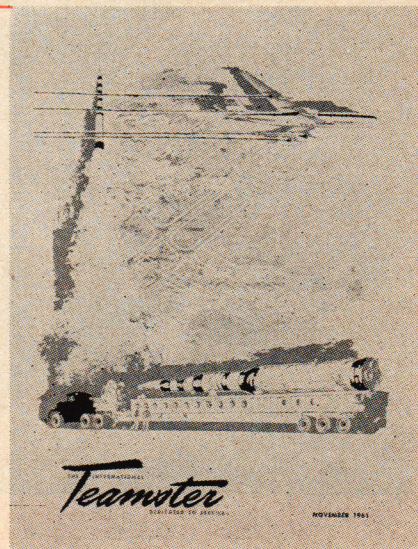
ference meeting in San Francisco, he had told delegates:

"The Teamsters will strive for one master contract to cover on a nationwide basis the over-the-road for-hire trucking industry. All such contracts, now on a Conference level, expire at about the same time in 1961.

"We will also encourage the negotiation of master, rather than individual contracts with all companies doing business on a national or area-wide basis."

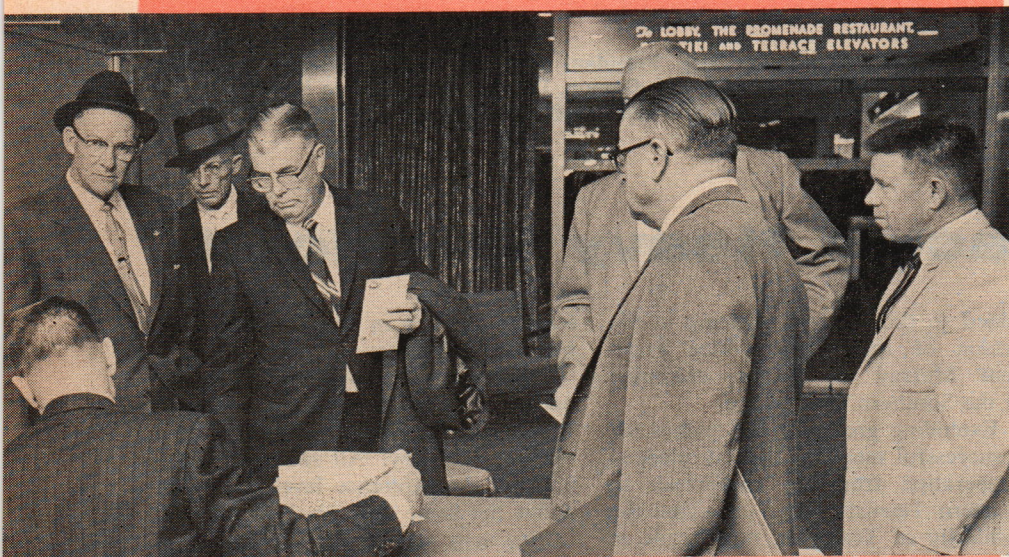
Cover Picture

Our cover for the November, 1961, issue of the *International Teamster* portrays the important part played by 1,700,000 Teamsters in America's entry into the space age and is indicative of the International Union's willing acceptance of its obligation to our national defense. Teamsters led the American Labor movement with the first no-strike policy at ICBM missile sites. The portrayal first appeared as the cover on a report to delegates to the 24th Western Conference of Teamsters, Portland, Oregon, October, 1961.

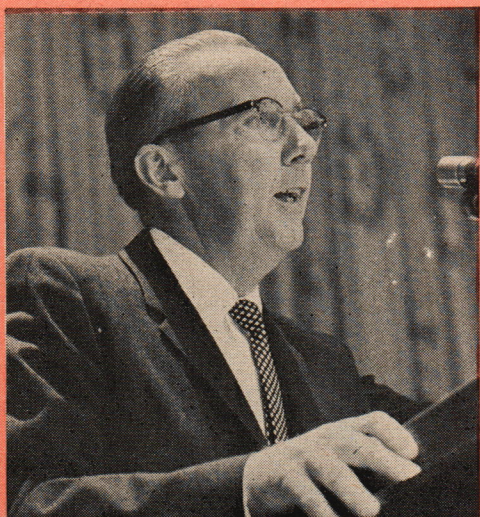




Highlight of the 24th Western Conference of Teamsters was an address by Teamster General President James R. Hoffa. Hoffa presented delegates with a realistic outline of problems facing Teamsters and the American labor movement in general.



Delegates check in with credentials committee at the Portland-Sheraton Hotel. More than 400 delegates attended the three-day sessions.



International Union Vice President and Chairman of the Southern Conference of Teamsters Murray W. Miller addresses Western Conference delegates and praises the Hoffa leadership of the International Brotherhood of Teamsters.

Only a few weeks previous to the Conference meeting in Portland, Hoffa had been chairman of the Western States negotiating committee which negotiated a master freight agreement—over a 13 week period—without a strike and with overwhelming ratification by the membership involved.

The Teamster president's speech to the Conference delegates is reported elsewhere in this issue.

Secretary-Treasurer English traced the growth of the Teamsters through the years, related his experiences through the "thin" years of Teamster development to present day problems, and made some pertinent remarks about Teamster standing with the rest of the labor movement.

The popular secretary-treasurer paid tribute to the present leadership of the IBT, stating that if it were not "for the man, Hoffa, we would not be sitting here today."

Chairing Western Conference sessions was Einar O. Mohn, Conference chairman and International Union vice president.

Mohn, in his opening remarks, outlined the necessity of a major revision of Conference by-laws to insure that Teamsters in the West were prepared for the task ahead.

William E. Franklin, who has held the post of Conference secretary-treasurer for several years, was named to the newly created post of comptroller.

International Vice President Joseph Diviny, of San Francisco, was named chairman of the Master Freight Division. E. D. "Bud" Woodard, International representative, was chosen as coordinator of the freight group.

Hoffa agreed to serve for one year as chairman of the grievance committee under the Western States master freight agreement.

Various trade divisions were on hand the day before the Conference opened on October 9th to hold division caucuses, and some were still discussing trade union problems after the Conference was officially adjourned October 11th.

The New Western Conference policy committee is comprised of the following Teamsters:

Einar O. Mohn, Conference director and International Union vice president; Joseph J. Diviny, International Union vice president; George E. Mock, International Union vice president; Frank J. Matula, Jr., International Union trustee.

James F. Ward and Tony Ricci, from Joint Council No. 7; Robert L. Rumpy, from Joint Council No. 23;



Mildred Gianini, general secretary-treasurer of the Laundry Workers International Union, as she addressed delegates to the 24th Western Conference of Teamsters in Portland, Oregon.



Convention delegates study proposed by-laws changes. Left is A. J. Stucker, secretary-treasurer of Local 16, Grand Junction, Colorado. Right is Howard Coffey, president of Local 537, Denver. In the background, extreme right is International Union Trustee Frank Matula.

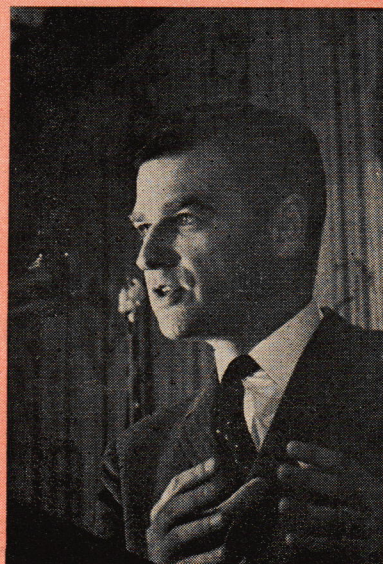


A lobby conference is held between International Organizer E. E. Bud Woodard and Max Kunis, actuary for the Central States and the SE-SW Teamster Pension plans.

Portland Mayor Terry Schrunk (below) told delegates to the 24th WCT that leadership of organized labor in his city should be credited with the fine management-labor relations which exist.

E. S. Benjamin, pictured below studying proposed by-laws amendments, was temporary chairman of the WCT, is president of Joint Council No. 37, and secretary-treasurer of Teamster Local No. 670.

Oregon Governor Mark Hatfield (below) was a featured speaker at the opening general session. Hatfield expressed his abhorrence of restrictive labor legislation, said there was no need for it in Oregon, and called organized labor America's greatest resource.



Hoffa's Western Conference Address

Teamster General President James R. Hoffa laid reality on the line for delegates to the Western Conference of Teamsters meeting in Portland last month as he outlined dangers and problems which lie ahead for organized labor.

Shooting from the hip, the Teamster president reminded delegates that the employer is working 24 hours a day to resist gains in wages, hours, and conditions for his workers.

"The Teamsters cannot run a 9-to-5 business with two hours out for lunch. No one should forget where he came from or how he got here," Hoffa said.

In addition to his call for a return to 'round-the-clock' representation for the membership, Hoffa told delegates to go back home and get into politics "as if it were the largest strike you ever went into in your lives."

Emphasizing the need for local unions to participate in DRIVE (Democrat - Republican - Independent - Voter-Education), the Teamsters' political arm, Hoffa warned:

"We will be under anti-trust laws unless we are active in politics. Your responsibility is to intensify political activity," he said. "Unless you do, what you have won for the membership at the bargaining table will be taken away in the legislatures."

Dealing at length on management's unilateral use of automation, Hoffa stated that "the atomic bomb is the continual worry of politicians, but the machine is the day by day worry of American working men and women. Whether we like it or not," he said, "we are involved with the problems of all workers—in or out of the AFL-CIO."

Of the AFL-CIO, the Teamster gen-

eral president acknowledged that the Teamsters belong back in the AFL-CIO "for the sake of union solidarity." He stated that the Teamsters should have never been expelled in the first place, and that any return would be conditional on the right for Teamsters to retain their autonomy and to organize the unorganized.

Firing away at apathetic AFL-CIO leadership, Hoffa said:

"Our problems are not much different than any other labor union in America today with this one exception. We have fraternity, and we will win the fight while the Dubinskys, Potofskys and Careys are debating in Unity House on the Congolese and India."

Some of the AFL-CIO leaders worry more about the problems of the Congolese and India than the imme-

Verne Milton and Frank W. Brewster, from Joint Council No. 28; Ed M. Lawson, from Vancouver, B. C., Joint Council No. 36.

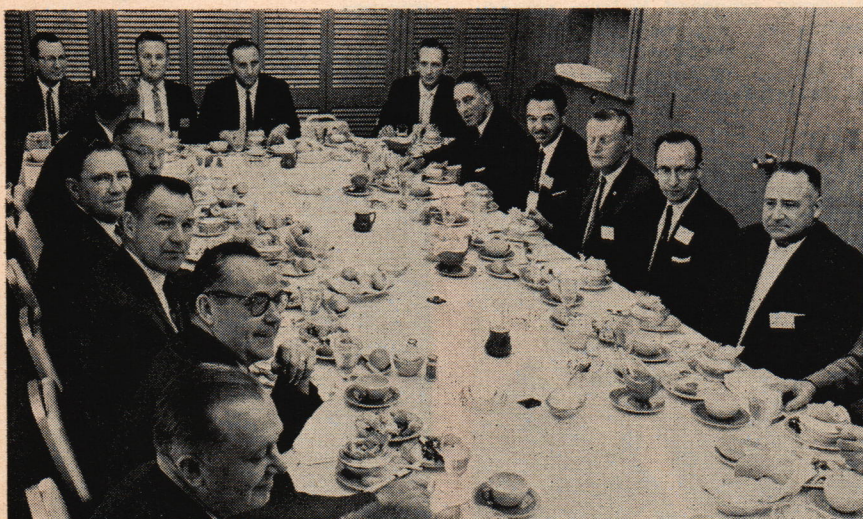
E. S. Benjamin and Floyd Mendenhall, from Joint Council No. 37;

Gerald A. Shearin and Vernon L. Pankey, from Joint Council No. 38. George F. Leonard and Ted Merrill, from Joint Council No. 42; Paul Ashcraft, from Joint Council No. 54.

Fullmer H. Latter, from Joint

Council No. 67; George Sebestyen, from Joint Council No. 71; Fred Palmer, from Joint Council No. 90; and Wendell Phillips, chairman of the Western States Teamsters Representative Retirement Plan.

Airline Division in Caucus



Western Conference members of the Teamsters National Airlines Division discuss mutual problems at a luncheon during the Western Conference meeting in Portland, Oregon. At the head of the table (right) is James R. Harding, personal representative of General President James R. Hoffa. On Harding's right is Hank Breen, Airline Division director.

Resolutions

In addition to the Western Master Freight pension resolution which is published in full elsewhere in this issue, the Conference delegates resolved to:

1. Express their appreciation to Portland city officials, the hotel staff, and the clerical and stenographic staff for their help in making the Conference a success;
2. To establish a Clerical Employees Trade Division in the Conference;
3. Establish a program designed to aid and assist retired members in pursuing full, dignified and productive retirement;
4. Name William E. Franklin as Conference comptroller;
5. Name a committee from various Joint Councils which will use mass media to present labor's side of the story to the public.

ss Deals with Trade Union Reality

diate problems of our own millions unemployed at home, Hoffa said.

"They (Bierne and Carey) should have less talk and more action," Hoffa said in reference to talk of AFL-CIO federal charters for dissident Teamsters. "If the day comes we will meet them in the streets and plants. We will deal with it."

Highly praised by Conference delegates for the new Western States master freight agreement, Hoffa said it was because of those negotiations that McClellan introduced his bill to put all transportation unions under anti-trust laws.

"If a union is weak, it goes unnoticed. If a union is strong, it must be harassed. If a union settles contracts without strikes, it has too much power. If it negotiates area-wide agreements to protect the member-

ship, it is a destructive force," Hoffa chided in explaining the motives behind the anti-trust proposal.

Of this legislative threat, Hoffa said, "If you start to run, you will never quit running."

"In the next three years it will be a miracle if we survive, judging from what is being planned in bills in the next Congress. We could have labor courts listening to disputes, and we could be placed under anti-trust laws—all because we have been too successful," he warned.

Commenting on recent criticism of Teamster association with West Coast Longshoremens and the Mine, Mill and Smelters Workers, Hoffa stated: "We are now Communist by proxy."

He made it clear to delegates, as he did later in the week before the Senate Internal Security Subcommittee

that we "will work with any organization to which the federal government has given the right to bargain collectively for its members if it is to the benefit of Teamster members in pursuit of their economic goals."

Hoffa said, "I have a consistent record in fighting the Communist threat over a lot longer time than some who are applying the Red brush today."

Of area wide bargaining and contracts, Hoffa said:

"We have 13 area-wide contracts now covering 600,000 members and no strikes. Yet, Senator McClellan says that on the West Coast employers never had a chance, the unions had too much power. Here, the employers were supposed to be really organized, yet we got an agreement without a strike. How can you win?"

Western Conference Pension Resolution

One of the most significant actions ever effectuated for the welfare of Western States Teamsters was taken by delegates to the Western Conference of Teamsters in Portland, Oregon, last month.

The action was adoption of a resolution which will insure a \$200 a month pension at age 60 for members with 20 years service retiring under the newly negotiated Western Master Freight Agreement.

Teamster General President James R. Hoffa called it a landmark of collective bargaining maturity which recognizes that a union's responsibility is not only to the member's present-day needs, but also to insure that his retirement is free from economic worry.

The resolution follows:

RESOLUTION

Adopted at the

24th Western Conference of Teamsters

Portland, Oregon

October 9-11, 1961

WHEREAS, the Western States Master Freight Agreement recently negotiated provides for certain employer contributions to the Western Con-

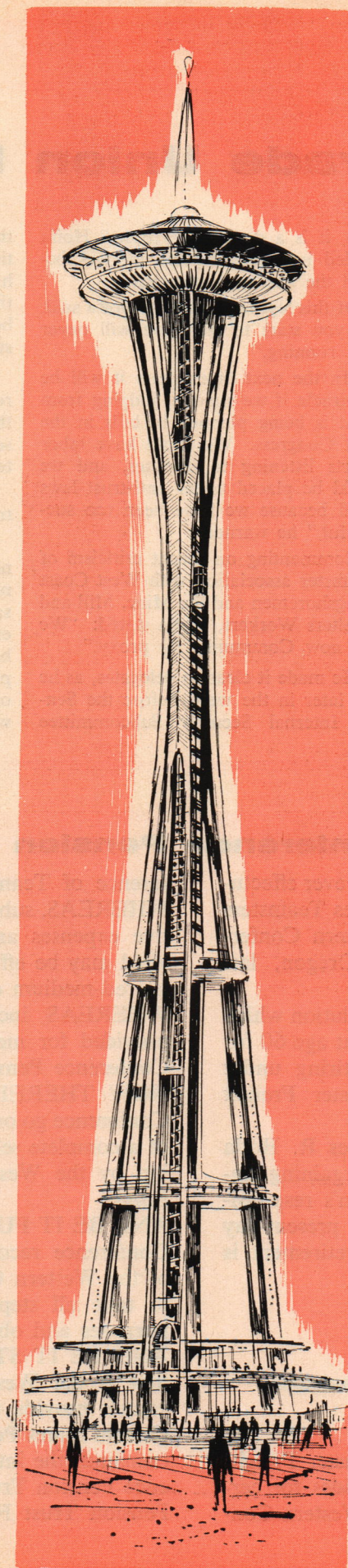
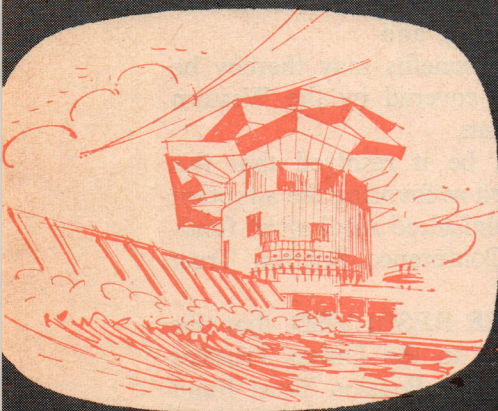
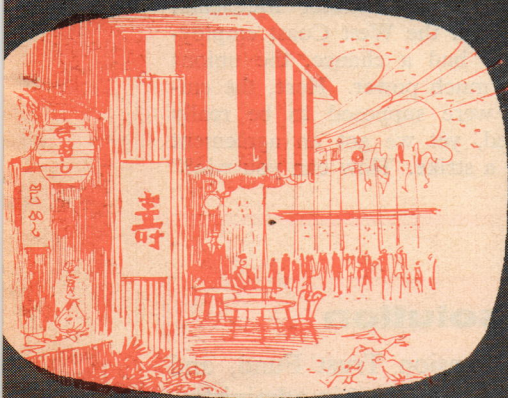
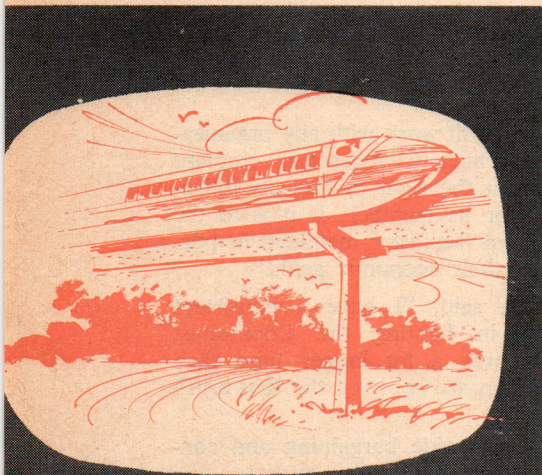
ference of Teamsters Pension Trust Fund, and WHEREAS, substantial reductions in administrative expenses and improvements in investment yield may be effected by a complete self-administered medium of funding, and

WHEREAS, increased benefits may thereby be provided for members covered by the Western Conference Pension Plan,

NOW THEREFORE, be it resolved that this Conference go on record as favoring the adoption of a complete self-administered medium of funding by the Western Conference Pension Trust Fund.

AND BE IT FURTHER RESOLVED, that this Conference recommend to the Union Trustees of the Western Conference Pension Trust Fund to take all steps necessary to effectuate these purposes and objectives.

AND BE IT STILL FURTHER RESOLVED, that if the Western Conference Pension Plan cannot provide the benefits provided under the Central States Pension Plan, the Conference recommends the integration of the Western Conference Pension Trust Fund into the Central States Pension Trust Fund.



Seattle World's Fair

will spotlight
*"Man in the
Space Age"*

When America's first world's fair in twenty-two years opens in Seattle next April for a six-month run, emphasis will be on the fabulous world of the future and "Man in the Space Age," theme of the exposition.

Topping the list of feature attractions will be the "World of Science", which is expected to be the most elaborate and complete science exhibit ever assembled for public showing. The exhibit will be set up in the United States Science Pavilion, a futuristic six-union complex built by the government. For this, the most ambitious effort ever undertaken by the government in projects of this type, Congress authorized spending \$12 million.

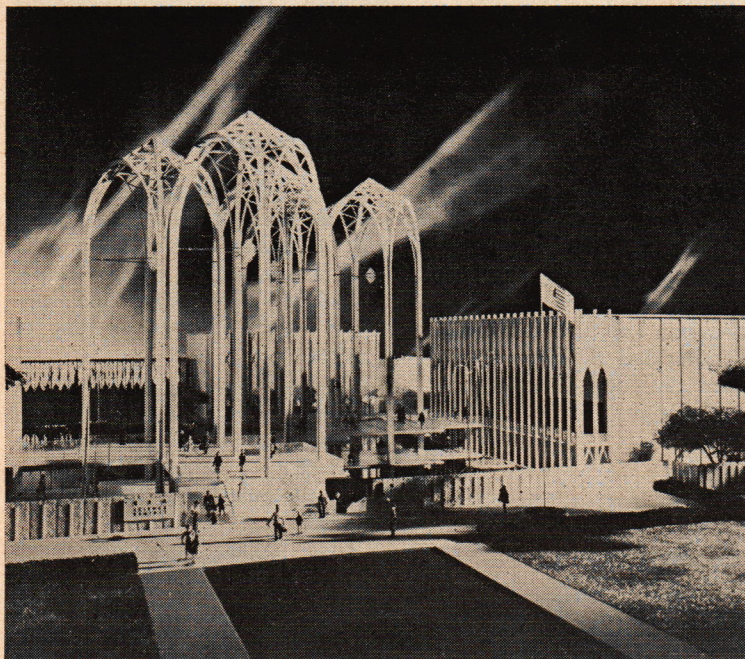
The Seattle World's Fair has the sanction of the Bureau of International Expositions, making it the "official" world's fair in this country for the 10-year period beginning in 1962.

The fair with the futuristic theme has an appropriate setting in the lush green, mountain, lake and saltwater

country of the Northwest. Seattle itself is a city built on hills, offering striking views in many directions. Mt. Rainier, Puget Sound, the Olympic Mountains, Lake Washington and Lake Union all can be seen from the city.

Besides the federal government, all 50 states, various regional groups and at least thirty-five nations of the world are involved in the Seattle World's Fair, also called Century 21 Exposition in reference to its space age emphasis. Many of the nation's

United States' science pavilion (below) will be most elaborate and extensive undertaking of its type in history. It is larger in size and in scope than the U. S. Pavilion at the Brussels World's Fair in 1958.



leading industries and trade associations also will be represented.

Teamsters Union leaders and members in the Seattle area and throughout the Northwest are lending active support to plans and promotion for the big exposition.

In addition to the spectacular science display, the Seattle World's Fair will feature the following attractions:

WORLD OF CENTURY 21—theme exhibit of the fair. It will be housed in the gigantic Century 21 Coliseum, four acres of unobstructed space under a single, suspended roof. The exhibit, designed by Donald Deskey of New York, will depict how man will live, work and play in the 21st Century.

WORLD OF ART—one of the finest collections of masterpieces, international and national contemporary;

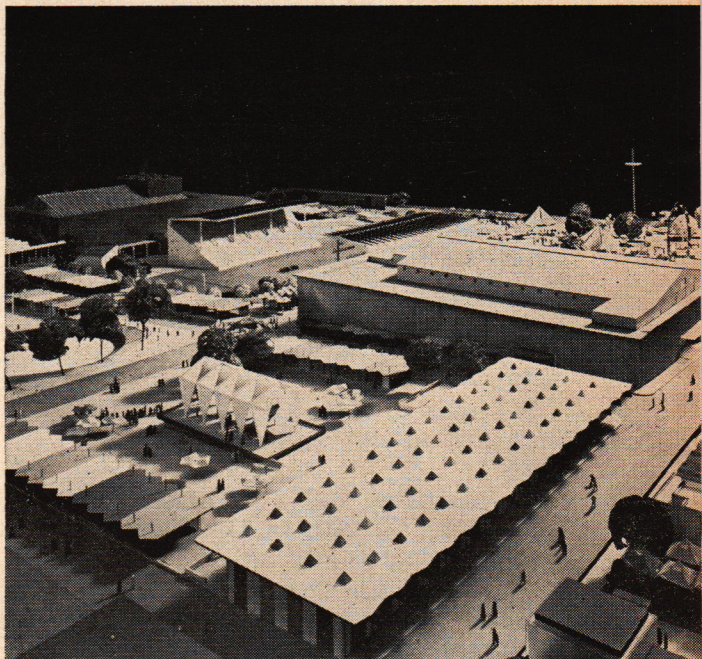
rare Northwest Indian art and industrial art, ever exhibited in one exhibit hall. A special Fine Arts Exhibition Hall is being constructed to house the art collections in a 40,400 square foot area.

WORLD OF ENTERTAINMENT—a continuous international parade of performing artists—the world's finest. Staging of the events, currently being contracted in all corners of the globe, will be in the 3,100-seat Concert Hall, 5,500-seat arena, 12,000-seat stadium and 800-seat small theater.

rail system to provide futuristic taxi service around the grounds; and the spectacular 600-foot Space Needle with revolving restaurant and observation deck near the top, add other thrills for the visitors.

For labor, the Seattle exposition has meant an upsurge in jobs. Construction projects representing expenditures of \$22 million currently are in the works. During the six months of the fair, 2000 jobs will spell \$1 million in plant alone. It is estimated more than a half billion dollars will be poured into the Seattle area by tourists, creating hundreds of jobs in service trades and consumer goods.

Symbol of Exposition 21 will be a 600-foot Space Needle, which will



An overall view of architect's rendition showing Boulevards of the World, exotic avenues joining together five wondrous Worlds of Century 21. Here, Fair visitors will get a veritable tour of the world.

WORLD OF COMMERCE AND INDUSTRY—private enterprise shows its great ingenuity in concepts for the future in a galaxy of exhibits covering communications, travel, transport, business, use of natural resources, manufacturing and service industries that will provide a new way of life in the next century.

In addition, the greatest Gayway ever erected for a world's fair, exotic Boulevards of the World, with their foreign-flavor restaurants, displays and bazaar; world of monorails—the 1.2 mile long high speed Alweg monorail serving up to 10,000 passengers an hour between downtown Seattle and the fair, along with an on-site mono-

have a restaurant and observation deck near the top. Visitors will take one of two 800-feet-a-minute elevators or interlacing stairways with 832 steps. The restaurant near the top will rotate a full 360 degrees every hour, giving a diner a panorama of the Olympic Mountains, Puget Sound, Lake Washington and the fairgrounds below, all in the course of his meal.

Housing for the Seattle World's Fair will be handled through Expo-Lodging, a corporation formed by housing and hotel leaders to accommodate demands and help keep prices reasonable. Rentals will not go above 1961 levels during the exposition, leaders say.

Teamsters Ask \$1 Million For Meany's Slanderous Statements

George Meany, president of the AFL-CIO, was slapped with a \$1 million libel and slander suit filed in Federal District Court in Detroit last month by Teamster General President James R. Hoffa and the Teamsters Union.

Also named as defendants in the complaint are 24 members of the AFL-CIO executive council.

Meany Cited

Specifically, the suit charges Meany was speaking for himself and for the executive council when he uttered such things as:

"There is every indication that the Teamsters Union is more than ever now under the influence of criminal and corrupt elements."

And when asked if issuance of AFL-CIO federal charters to dissident Teamsters would mean head-busting, Meany said:

"We don't go in for head-busting, you'll have to ask Mr. Hoffa about that."

The remarks by Meany were made in New York City after an AFL-CIO executive council meeting.

Special Teamster Council William Bufalino, commenting on the suit, stated "This is the opportunity for us to prove to everyone that there is absolutely no corruption in the Teamsters Union."

Bufalino also stated he will be seeking a deposition from Meany "within a few days."

Unprincipled Venture

The complaint states that Meany has deliberately embarked on an unprincipled frolic and venture of his own to discredit the Teamsters and has done so as spokesman for members of the executive council.

"As a result of the plot, scheme and unholy alliance engineered by Meany and engaged in by all defendants, there has been an endless flow of press releases damaging to the Teamsters and to Teamster President Hoffa," the suit charges.

The complaint further charges that Meany's attack on the Teamsters Un-

ion is only a smokescreen to conceal the true picture of the defendant, the AFL-CIO, as a tottering house of labor which has all it can do to keep its own ranks from falling to pieces.

It says that Meany, playing the role of a labor-sniper, has engineered and advocated a scheme and device to tear away at the Teamsters by aiming and casting at the plaintiffs false, malicious and wicked charges, with his objective being to lie and steal away Teamster members.

Limps Along

Hoffa states in the complaint that "as a result of the attacks on the Teamsters, George Meany has been awarded a verbal badge of merit by Sen. McClellan who credits himself with causing labor legislation to be passed. Their combined efforts have caused the American Labor Movement to limp along shackled by restrictive labor legislation designed to destroy it."

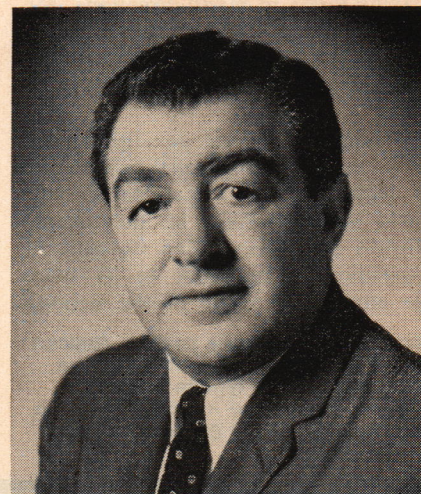
Correction:

MINE, MILL AND SMELTER WORKERS

In a story in the September issue of *The International Teamster* which reported the mutual assistance pact entered into between the Teamsters Union and the International Union of Mine, Mill and Smelter Workers, reference to a court case should have read as follows:

"The Supreme Court threw out the conviction of a former officer of the Mine-Mill Union in a separate case which charged that the defendant had falsely filed a Taft-Hartley non-Communist affidavit."

Appeals from convictions are presently pending before the Court of Appeals in the case which charges seven officers and two former officers of Mine-Mill with "conspiring" to falsely file the non-Communist affidavits.



Anthony Provenzano

Provenzano Exonerated

Teamster Vice President Anthony Provenzano has joined that exclusive club of Teamster officials who were indicted as a result of charges before the McClellan Committee and then acquitted when tried by a jury of their peers.

Provenzano was acquitted by a jury in New Jersey late last month of having received \$2,500 from the Pitman Trucking Company, Hoboken, N. J., for the purpose of "maintaining labor peace."

In 1959, Bobbie Kennedy, chief counsel for the McClellan Committee—now Attorney General—put Arthur Pitman, the trucking company official on the witness stand. Pitman, coached by Kennedy, testified that he gave the \$2,500 to Provenzano.

Pitman, chief witness for the prosecution at Provenzano's trial, repeated the charges to the jury. He testified that Provenzano demanded \$5,000 but that he gave him only \$2,500.

Provenzano, taking the witness stand in his own defense, told the jury that he never mentioned "\$5,000 or five-cents" to Pitman. He testified that he had never requested or received any money from any employer to "preserve labor peace."

The jury, after several hours of deliberation, returned a verdict of acquittal, and another phony charge by the McClellan Committee was exploded.

Vice President Provenzano also is president of Teamster Local 560, and heads up New Jersey Joint Council 73.

HOFFA APPLAUDED BY TRANSPORT WORKERS CONVENTION



ASKS DELEGATES:

"WHAT ARE WE GOING TO DO ABOUT A DIVIDED LABOR MOVEMENT WHICH BENEFITS EMPLOYERS INSTEAD OF WORKERS?"

TEAMSTER General President James R. Hoffa received a thunderous ovation from delegates to the 11th Convention of the Transport Workers Union, in New York City, last month, during and following an address in which he dissected the American Labor Movement and laid it before the convention to study.

Hoffa addressed the convention upon the request of the delegates themselves who voted nearly to a man to have the Teamster president appear.

Out of the convention came a reso-

lution from the Transport Workers for the return of the Teamsters and other expelled unions to the AFL-CIO.

Stripped of its sophistication and exhibited in its individual parts, the divided American Labor Movement didn't look very good to over 750 TWU delegates—if their applause was an indication.

Speeches for Naught

Speaking of the AFL and CIO merger convention in New York in 1955, Hoffa urged the delegates to recall the speeches made in that convention which called for organizing the South—"speeches that were all for naught."

"Speeches about organizing the South and organizing the unorganized workers of America, and what has really happened?" Hoffa asked.

"Today, there are less union men in all the unions in America than you had in 1955—because the fight has been given up," Hoffa declared.

The Teamster president said he could see a development in the labor movement in which members themselves would move to the top.

"Then again we will have those who understand what it is to have callouses and blisters on their hands; those who understand what it is like

not to be able to go home on Friday night and meet the bills after working all week long."

Hoffa called for leadership in the American labor movement which would "cast aside desires for a seat in the United Nations; leaders who have no desire to be an ambassador; leaders who will recognize that they are paid out of the blood, sweat and toil of the workers of America and who are willing to work the hours we used to work."

Hoffa called the picket line of to-



TWU President Mike Quill welcomes Teamster General President James R. Hoffa to speaker's rostrum.

"I am not saying any word against George Meany. He never did anything against us. God knows he never did anything for us, either. George Meany is not the issue here. He should take a new look at the whole labor structure based on this resolution (to readmit the Teamsters), and bring back the two million people he expelled.

"Let's start a crusade to organize the unorganized, all over again. There is no other issue today but to organize the unorganized of America." — Michael Quill as he introduced James R. Hoffa for an address to the 11th Convention of the Transport Workers Union.

day "a symbol of prospective litigation" as he turned to legislative matters.

In the early 1930's, Hoffa said, it was a simple matter for management to "have the police break your head with a club, to have paid court stooges sign injunctions," and to put 'radical' labor leaders in jail.

"Today, organized labor is at its peak, and we find the McClellans, the Goldwaters, the reactionaries of America, and the capitalists of America, have clearly shifted from the picket line, on to the courts, and finally to the legislatures."

Of today's picketline, Hoffa stated that the only picket line which is tolerated is an ineffective one, "one that is weak, unsuccessful, does not affect the employer's business."

Of effective picket lines, Hoffa said: "If the employer desires to break the strike, he hires a few unemployed, depressed workers. Then he petitions the labor board, goes into court, points out that either a TWU truck or a Teamster truck has respected the picket line, refused to go through, and out of that comes an injunction that either limits or removes the pickets from the scene of activity."

NLRB Confusion

Hoffa recounted recent confusion created by the National Labor Relations Board which ruled on one occasion, in which a Teamster local lost a strike, that handbilling to advertise unfair conditions was legal. In another instance in which the handbilling was effective, the Board ruled that it was stopping the "flow of trucks" and was illegal.

Outlining the pattern, Hoffa pointed to yet another NLRB ruling which permits one union to picket another, "and under the same law that restrains free speech and passing out handbills."

"All this is happening in the year 1961," Hoffa stated, "for the one sole purpose to divide, create fights, create disharmony, to destroy the American labor movement."

Of raiding and bickering between unions, Hoffa reminded, "There are sufficient unorganized workers in these United States for every single International Union to be working 365 days a year, 12 months a year, without raiding."

Of a return to the AFL-CIO Hoffa made it clear that "we would return

with our heads high, providing there is a recognition that nobody has a right to carve out a jurisdiction and scream 'raid' when non-union workers are knocking at his door to become union workers, and others do the organizing job."

Informed of strides Teamsters have made in bringing about common expiration dates in over-the-road for-hire trucking, and a pension of \$200 per month at age 60, delegates applauded when Hoffa stated:

"If we would have had a strike, McClellan would have introduced a bill and said, 'You cannot tie up transportation.'"

"We had no strike, so McClellan introduced his bill by saying, 'The employers never had a chance when they sat down at the table because the Teamsters have a monopoly.'"

He continued: "So whether you have a strike or not, those who would destroy the labor movement have the power to introduce bills."

Of his subpoena to appear before the Senate Internal Security Subcommittee (reported elsewhere in this issue), Hoffa told the delegates that they could go into Senator Eastland's state of Mississippi and find "the worst discriminatory practices of any state in the United States." Eastland is the subcommittee chairman.

"And there he sits and piously talks about the democratic principles; there he piously sits and talks about he is protecting the citizens of the United States."

"They (Eastland and McClellan) couldn't find a Communist if the Communist wore a cowbell."

Talking of the hard core of unemployment in the United States, of the displacement of workers "walking the streets hopelessly and desperately never again to return to their jobs because of their age and regardless of their 25 and 30 years of experience and seniority," Hoffa said:

"Nobody in government such as an Eastland or a McClellan ever dreamed" of conducting an investigation of this problem.

Hoffa told delegates to the TWU convention to go home from their meeting—"you have the responsibility, every single one of you, because you are leaders—to go out and talk about three things in America:

"1. What are we going to do about unemployment?

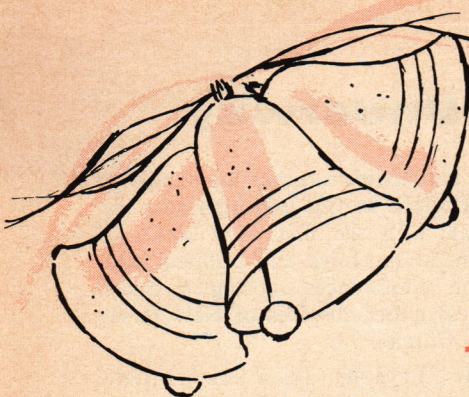
"2. What are we going to do about the aged?

"3. What are we going to do about our own miserable mistakes of having a divided labor movement in America?"

Housing Authority Managers Elect Teamsters



Jesse Krauss (second from right), secretary-treasurer of Teamster Local 237, New York City, receives from Joseph Conlon, assistant to New York City Labor Commissioner Harold A. Felix, certification of the count indicating the local's 85 per cent victory in a recent collective bargaining election in which Housing Authority managers, assistant managers and senior managers voted. Pictured with Krauss and Conlon (left to right) are John L. Koch, recording secretary of the local; Barry Feinstein, union trustee; Arthur G. Foley, chairman of the local's Housing Division; Jack Levine, attorney for the Labor Department; and Jack Stein, Local 237 business agent.



Wedding Bells Ring

FOR BARBARA HOFFA...

A FATHER "GIVES the BRIDE AWAY"

In a simple ceremony at Detroit's 100-year-old Central Methodist Church, last month, Barbara Ann Hoffa, daughter of Teamster President and Mrs. James R. Hoffa, became the bride of Robert Crancer, of Dallas, Texas.

More than 700 guests witnessed the recitation of marriage vows, celebrated the occasion later at a Polish brunch and then that evening witnessed the cutting of the wedding cake and danced the evening away.

Barbara's mother, Josephine Hoffa,

made all arrangements for the wedding and the reception. Barbara's father, James R. Hoffa, "gave the bride away."

Reminiscing a bit, Mrs. Hoffa recalled that she and her husband had met on a picket line in Detroit during the 1930's. She was a picketing laundry worker. He was leading the fight for Teamsters in Detroit to organize the unorganized.

Barbara and Robert met in Miami Beach, in June of this year, at the 18th convention of the International Brotherhood of Teamsters where her

father was re-elected president of the world's largest union.

Robert Crancer is a steel company executive. His father owns Valley Steel Company, in St. Louis. Robert manages the company's Dallas branch.

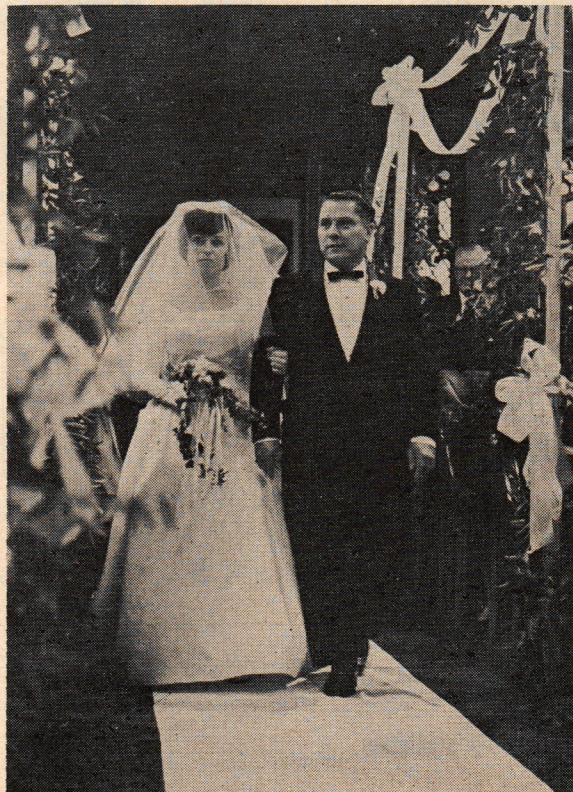
Following the evening reception, the bride and groom left for a secret honeymoon spot.

When the honeymoon is over, the couple will reside in Dallas where Barbara, an honor college graduate and former school teacher, will become a homemaker, and Robert will resume his duties with the company.



The wedding party leaves the Hoffa home in Detroit for Central Methodist Church where wedding bells rang for Barbara Ann Hoffa and Robert Crancer. Barbara's mother, Josephine Hoffa, watches from the porch of the family home as a Polish band stands by.

The bride-to-be, with her father, marches down the aisle to recite marriage vows with Robert Crancer, a Dallas steel executive. More than 700 guests attended, and later celebrated at a Polish brunch and then with an evening of dancing.



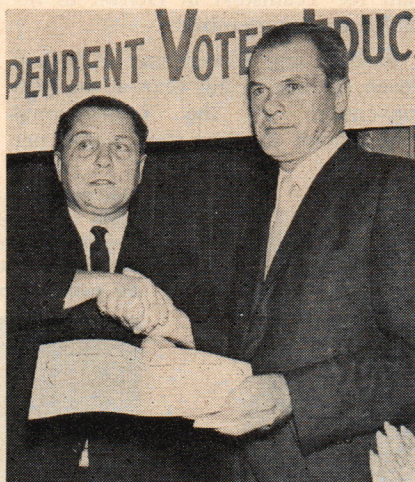
Accelerated DRIVE Campaign Underway



President James R. Hoffa addresses luncheon meeting of more than 400 Teamster wives in Newark, N. J.



Jo Hoffa, wife of Teamsters President, presents first DRIVE Auxiliary charter to Mrs. Herman Heilman, president of New Jersey DRIVE Auxiliary.



President Hoffa awards charter for Joint Council 73 DRIVE to Ted Nalekowsky, who will serve as president of the New Jersey unit.

A nationwide membership campaign for DRIVE moved into high gear last month with the first of a series of luncheon meetings and political education conferences scoring a smash success under auspices of New Jersey Joint Council 73.

Mrs. Jo Hoffa, Teamsters first lady, was on hand at the Essex House in Newark to assist in launching the program. She will make a series of appearances at similar luncheons across country to help Teamster wives set up auxiliaries and DRIVE programs.

For New Jersey, obtaining the first DRIVE charter was another first. New Jersey wives made the initial cavalcade to Washington to lobby for passage of S. 1197 to protect Teamster jobs.

DRIVE (Democrat-Republican-Independent-Voter-Education) is the political arm of the International Brotherhood of Teamsters.

The goal of the political action conferences and the Jo Hoffa luncheons is the establishment of DRIVE Ladies Auxiliaries. The ladies will also assist in Operation Hope (Help Our Political Education).

Operation Hope is a cooperative effort of the Teamsters to assist the City of Hope, a non-denominational cancer and treatment research center in Duarte, California. Labor supported, the City of Hope has never charged for its hospital services and many, many Teamsters have been treated there. Part of each drive membership fee goes to support the City of Hope.

In addition to the Jo Hoffa luncheons, DRIVE personnel are in the field, visiting with Joint Councils, assisting them in DRIVE organization and setting up block by block precinct political organization.

Teamster General President James R. Hoffa, stressing the urgent need for an effective Teamster political arm, told delegates to the 24th Western Conference of Teamsters in Portland, Oregon, last month, to go home from the conference and "get into politics as if it were the biggest strike you ever went into in your life."

Coordinating and leading DRIVE organization and activities is Sidney Zagri, Teamster legislative director.

DRIVE
25 Louisiana Ave.
Washington 1, D. C.

Enclosed is \$3 for my active membership in DRIVE and contribution to the City of Hope. Please send my **free** atomizer filled with the perfume checked:

☐ Chante (comparable to Channel No. 5)

☐ Ariste (comparable to Arpege)

NAME.....

STREET.....

CITY.....

STATE.....

LOCAL UNION NUMBER.....

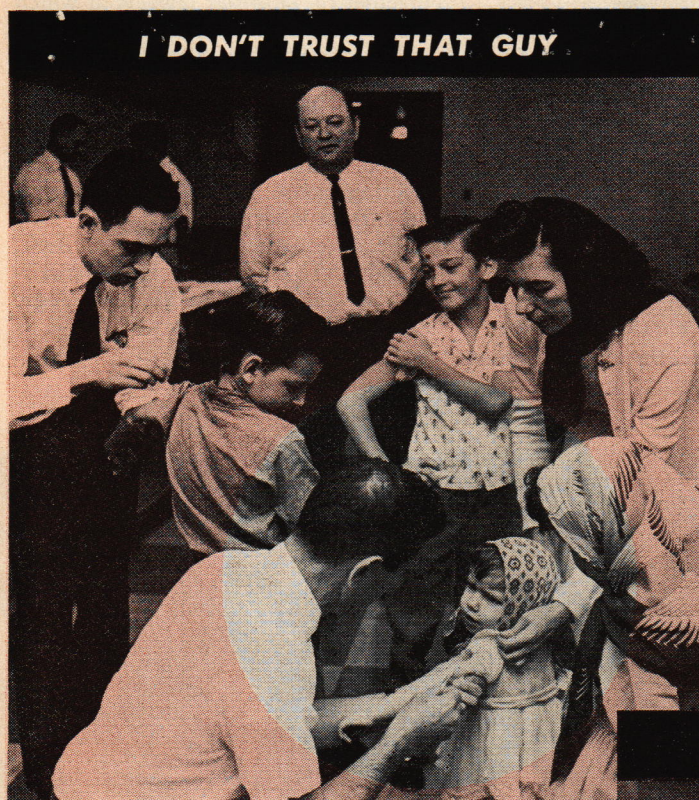
Registered to vote?

☐ Yes

☐ No

LOCAL 639 NEEDLES MEMBERSHIP

with FREE Flu Shots



I DON'T TRUST THAT GUY

It's a big moment in the life of a little girl, Peggy Ann Culver, as a doctor prepares to give her a flu shot. Her brothers and sisters await their turn as their mother, Mrs. Francis Culver, stands by to add courage. Peggy Ann expresses distrust of the human male as she awaits the worst. Union President Charles Bell (background) looks on.

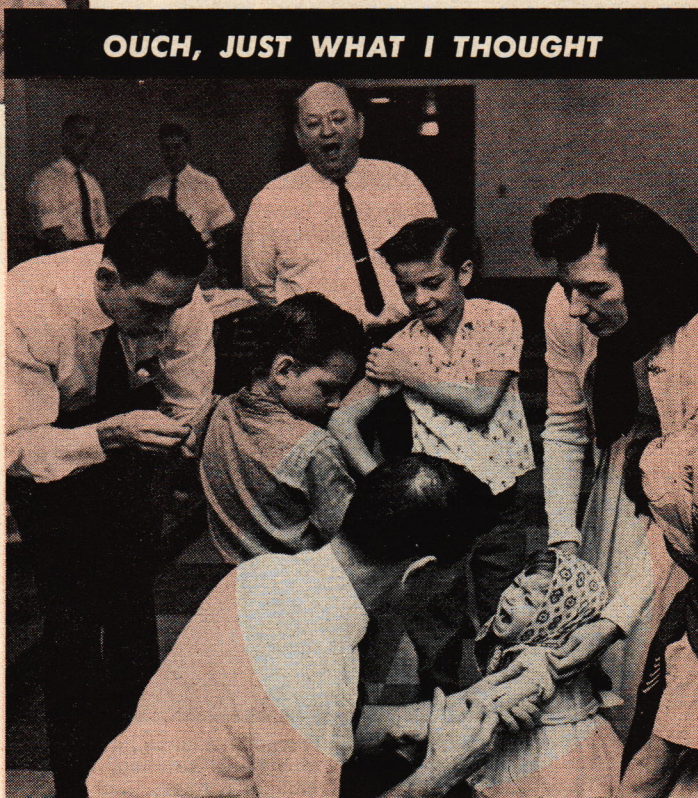
The distrust was warranted, as the cry of Peggy Ann indicates. Bell grimaces and the confidence of the older brothers wanes. It all took place at the offices of Local 639, Washington, D. C., as the local launched a program of free flu shots for members and dependents. More than 15,000 are expected to participate, according to union secretary-treasurer, Luther McCoy.

Teamster Local 639, of Washington, D. C., has been needing its membership and its families recently, with a program of free influenza shots for all.

The program began Saturday, October 21st, and ran the next three weekends, with the membership divided into four groups alphabetically. Over 400 members and dependents were vaccinated the first Saturday.

When the program is completed, Luther McCoy, local secretary-treasurer, estimates over 15,000 shots will have been given.

It's all free to the members and their dependents, with the local union picking up the tab for the serum and the doctors' fees.



OUCH, JUST WHAT I THOUGHT

10th Annual



Teamster General President James R. Hoffa was feature speaker at the banquet meeting of the 10th Annual Teamster Lawyers Conference.

The 10th annual meeting of the Teamsters Lawyers Conference took place in Las Vegas, October 14th through the 16th. Teamster lawyers from across the nation were in attendance with Teamster General President James R. Hoffa, the International Union Executive Board and the union's general organizers.

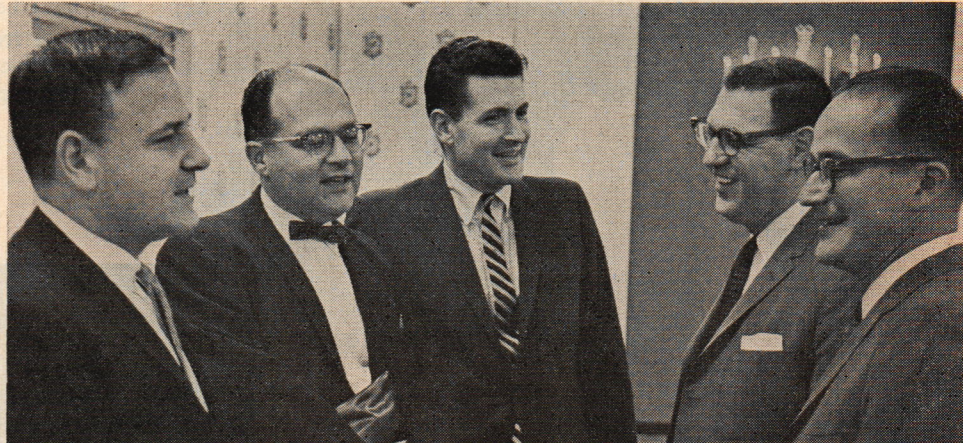
The Conference is an annual get-together of Teamster lawyers at which they meet to study current problems in the area of labor relations and labor law, and to discuss and coordinate Teamster litigation around the country.

The conference also serves as a clearing house for Teamster lawyers on current labor law.

Teamster Attorney Clarence Beck, of Salt Lake City, was reelected chairman of the group at the Las Vegas meeting.



General Secretary-Treasurer John F. English and Teamster Executive Vice President Harold J. Gibbons at Lawyers Conference.



A legal huddle is held by (left to right) Merle Silverstein, St. Louis; Stanley Rosenbloom, St. Louis; Raymond W. Bergan, Washington, D. C.; Gene Zafft, St. Louis; and Florian Bartosic, Washington, D. C.



William Bufalino, special Teamster counsel, at Teamster Lawyers Conference, with Gene Bufalino, International Representative of Distillery Workers.



International Union Vice President Murray W. Miller (left) chats with Nat Wells, General Counsel for Teamster Joint Council No. 80.

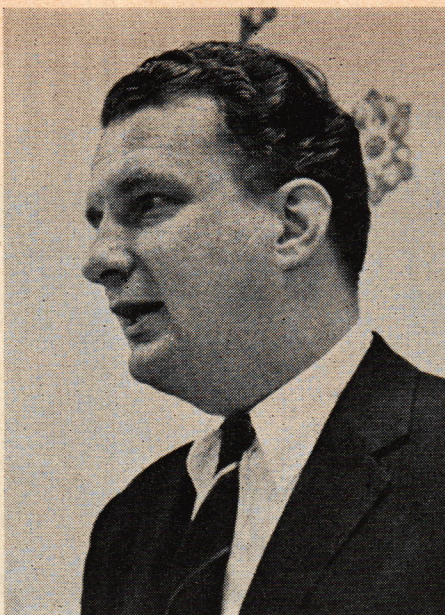
Lawyers' Session

In addition to the agenda of the Conference, Teamster attorneys gave consideration to the establishment of a committee to study and report on the encroachments on constitutional rights.

Hoffa was the featured speaker at the banquet meeting.

The opening session was addressed by Teamster General Counsel Edward Bennett Williams.

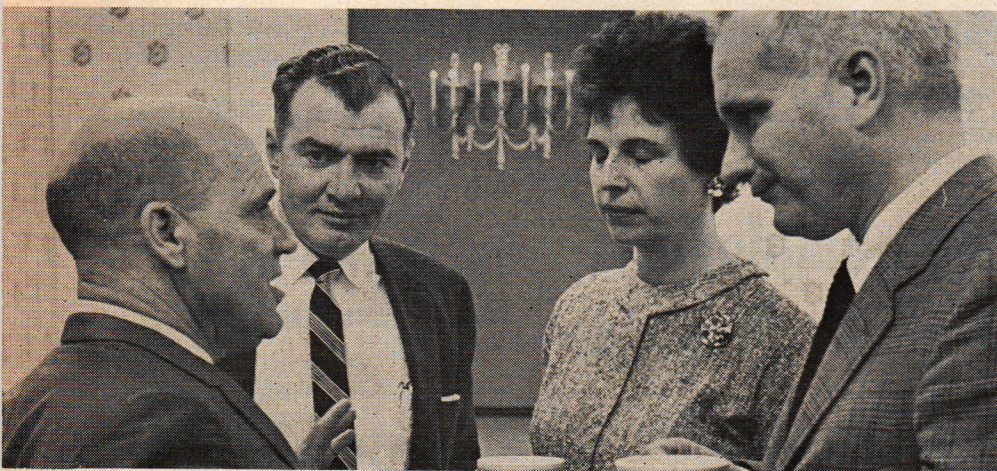
Program topics included A Report on Cunningham, v. English and the Monitorship; Legal and Practical Aspects of Defending against Damage Suits; Tax Problems; Legislative and Political Activities; International Union Affairs; Secondary Boycotts and Hot Cargo Clauses; Owner Operators and the Anti-Trust Laws; Organizational and Recognition Picketing.



Edward Bennett Williams, Teamster general counsel, shown addressing the opening of the Lawyers Conference.



David Previant, IBT chief labor counsel, listens intently to discussion before the lawyers' conference.



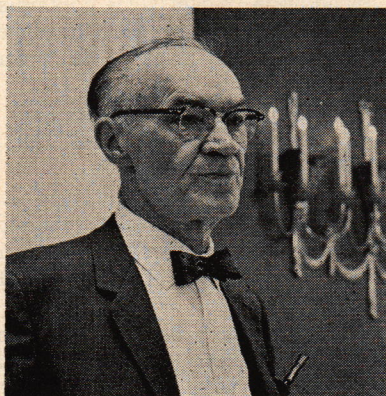
Charles Hackler, Los Angeles, enjoys an impromptu coffee break at the Lawyers' Conference with (left to right) Richard R. Carney, of Portland, and Mr. & Mrs. Robert LeProhn, of San Francisco.



International Teamster Vice President Frank Fitzsimmons intently studies a copy of proposed legislation.



Teamster Attorney and former Teamster Monitor Nat Wells, of Dallas, addresses a session of the conference.



Clarence Beck, Salt Lake City Teamster attorney, was re-elected chairman of the Teamster Lawyers Conference.



Herb Thatcher, IBT attorney, addresses attorneys attending 10th Teamsters Lawyers' Conference in Las Vegas.

Wives Join Picket Line



When Teamsters Locals 896, 70, and Local 278 struck the soft drink industry in three California counties recently, wives and children of the striking Teamsters joined the fight with picket signs and handbills. Teamster officials called the companies' action of poor faith bargaining an attempt by management to "see just how far they could go under the Kennedy-Landrum-Griffin Act."

NLRB Ruling Nips Employer's Bid for Vote to Stop Pickets

An employer's move for a "quickie" election to get Chicago Teamster Local 738's advertising pickets removed from his places of business has been thwarted by a decision of the National Labor Relations Board.

Local 738 began an organizing campaign at Andes Candies, in Chicago, in November, 1960. From then until a hearing on the petition by the employer for the "quickie" election, union organizers were present at the plant's entrance three or four times weekly, distributing literature and attempting to get the workers to sign authorization cards.

Local union pickets picketed some of the employer's retail candy stores for short periods of time prior to Christmas, St. Valentine's Day, Easter, and Mother's Day. No picketing took place at the candy plant itself. The picket signs contained the following language:

"This employer does not have a

contract with Local 738, IBT, such as Dutch Mill Candies." "Andes candies does not have a contract with Local 738, IBT, covering the Chicago area Candy production workers."

In addition, picket signs containing the following legend were displayed for the first time prior to St. Valentine's Day:

"Please patronize employers having a contract with Local 738, IBT."

Said the NLRB, "There is no evidence in the record to show that the pickets conversed either with the store employees or representatives of management."

Testimony taken before the hearing officer inferred that union representatives had met with the company lawyer demanding recognition. Union representatives denied such a demand and the NLRB cited in evidence letters from the union to the company

which specifically stated that the Union was not seeking recognition, and that it was picketing merely to persuade "the consuming public to transfer their business to those employers with whom it had a contract" in support of its efforts to organize the employer's production employees.

Said the NLRB:

On the basis of the foregoing evidence, we cannot conclude that the employer has ever been presented with a claim to represent the employees in question. We find nothing in the Union's picketing of the employer's stores which is inconsistent with its denial of any claim of representation.

"In these circumstances, we find that no question concerning representation of the employer's employees exists at this time and we shall accordingly dismiss the (company's) petition (for a representation election)."

The order was signed by NLRB Chairman Frank W. McCulloch and members John H. Fanning and Gerald A. Brown.

Frank J. Rogers is Local 738 president, Michael J. Fomusa, its secretary-treasurer.

Lobbying Is Big Business

Over 800 national trade association headquarters are located in Washington, D. C., destroying the age-old myth that organized labor is "too powerful" in the nation's capital and throughout the rest of the country.

The Washington Board of Trade (the Chamber of Commerce) listed 320 businessmen's associations and 60 related groups in a directory published last month. It said that a second directory containing another 420 national organizations will be published next month.

The Board of Trade said that the two largest organizations in Washington are the Association of American Railroads and the U.S. Chamber of Commerce. Each of these organizations have more than 500 employees on their payrolls.

In comparison, the International Brotherhood of Teamsters has approximately 100 staff members in Washington, D. C. This total includes General President James R. Hoffa, down to part-time employees.

Private Power Companies Rake Taxpayers For Billions in Subsidies

The privately-owned electric utility industry's successful battle to prevent the Federal government from building an electric atomic power plant at Hanford, Wash., in the last session of Congress could produce for them the same fate as the Frenchman who invented the guillotine, and later had his head chopped off by his own invention.

The power companies are presently being bitterly attacked by Congressmen, Senators, the municipally-owned electric utilities, the farmer-owned rural electric co-ops, and other consumer groups.

Members of Congress and these groups for years have made documented charges that the power companies are raking the nation's taxpayers for literally billions of dollars in tax subsidies. Only on one occasion have they been fully successful in stopping the raid on the Federal treasury.

Congressman Chet Holifield of California in a speech before the House in August told his colleagues that the nation's power companies had received \$4,855,972,000 in tax subsidies between 1950 and 1959 under a program called accelerated depreciation, which was closed to the power companies in 1959 because of abuses.

The American Public Power Association reported recently that under another tax subsidy program, called liberalized depreciation, the power companies had already accumulated more than double the total tax subsidies under accelerated depreciation, and predicted that the total subsidy could reach an unbelievable \$47-billion.

The attitude of the majority of the

nation's press, which should be interested in these charges, has heretofore been ho-hum. Nine times out of ten, the local power company is heavy advertiser in the local newspaper or the press, itself heavily subsidized, dismisses the charges on the basis that the greatest opponents of subsidy are those who oppose subsidy for the other guy.

However, it appears that this attitude has changed considerably because of outright fraudulent propaganda and the high-handed tactics used by the power companies to defeat the Hanford atomic power plant.

In taking the power companies over the coals for their attitude on the Hanford issue, the press has belatedly "exposed" these huge tax subsidies the power companies have been receiving under Sections 167 (liberalized depreciation) and 168 (accelerated depreciation) of the Internal Revenue Code of 1954. (This has served to drive home what Teamster officials and other union officials have been saying for years: the tax laws of the nation favor the big corporations and wealthy people, but discriminate against the middle and lower income groups.)

The background of the Hanford atomic power plant is this: The Atomic Energy Commission has in operation and under construction atomic facilities for the production of plutonium which is used in atomic weapons. A by-product of these plutonium-producing facilities is enough atomic heat to produce 800,000 kilowatts of electricity, enough to supply a city of 500,000 population.

The AEC first asked the power companies in the Pacific Northwest if

they were interested in building generating facilities to take advantage of the by-product heat. They said they were not. The AEC then suggested that the Federal government build the generating facilities. The Joint House-Senate Atomic Energy Committee endorsed the AEC suggestion, and \$95-million was included in the AEC's annual budget for Federal construction of the generating facilities.

The power companies immediately turned loose its stable of high-priced lobbyists, lawyers and public relations experts to defeat the atomic power plant. They were successful to the point of breaking the cookie jar that contained the tax subsidies necessary to satisfy the electric utility industry's sweet tooth—profits.

Accelerated depreciation and liberalized depreciation differ from the traditional form of depreciation, which is called straightline depreciation. First, however, here is a definition of depreciation.

Webster's New Collegiate Dictionary describes depreciation as "decline in value of an asset due to such causes as wear or obsolescence." This definition is for accounting purposes, and this is the purpose here because it is related to the payment of corporate income taxes.

For example, a power company cannot be expected to pay the same high tax rate on a \$10,000 truck each year it is in operation. Its value decreases each year with wear and tear, and as a result the tax rate on its valuation decreases.

Straightline depreciation, which is not used much in the electric utility industry, takes into consideration the normal life of the particular equip-

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ment. For example, a \$33,300,000 generating plant is considered to have a normal life of 33½ years for tax purposes, although 50 years would be more accurate.

This means that the power company subtracts from their taxes or depreciates the generating plant at a rate of \$1,000,000 a year. At the end of 33 years the plant has no value for tax purposes.

Accelerated depreciation was devised by the Internal Revenue at the beginning of the Korean War to sub-

sidize the expansion of industry necessary to win the war. If the power company built a \$50-million generating plant it was allowed to charge up to 65% of the total cost to national defense. They were allowed to depreciate this portion over a five-year period rather than the normal life of 33½ years. This is where the tremendous tax subsidy is involved.

Liberalized depreciation was added to the Internal Revenue Code in 1954 revision of tax laws. Under this very complicated provision a power com-

pany is allowed to depreciate a \$50-million generating plant at a greater rate during the early life operation of the facility. Theoretically, they will pay taxes over the normal life of the generating plant, and this is where the tax subsidy gimmick comes in.

Very few Teamster members, and other consumers, know that they are paying for these huge tax subsidies each time they pay their electric bill to the power company, and also each year when they pay their Federal income tax and other Federal taxes.

Amount of accelerated depreciation granted commercial electric utilities from the beginning of the program in 1950 through Sept. 15, 1959, with estimated interest-free loans and subsidy benefits by company

[In thousands of dollars]

Name of company	Amount certified for accelerated depreciation	Amount of interest-free loan	Net subsidy over 33-1/3-year period at 6 percent return ¹	Name of company	Amount certified for accelerated depreciation	Amount of interest-free loan	Net subsidy over 33-1/3-year period at 6 percent return ¹
Alabama Power Co.	57,478	25,405	86,364	Maine Public Service Co.	819	362	1,231
American Gas & Electric Co.	539	238	810	Marietta Electric Co. (Ohio)	49	22	74
Appalachian Electric Power Co.	113,683	50,248	170,816	Michigan Gas & Electric Co.	14	6	21
Arizona Edison Co., Inc.	257	114	386	Milan Transmission Co. (Texas)	850	376	1,277
Arizona Public Service Co.	11,119	4,915	16,707	Minnesota Power & Light Co.	18,649	8,242	23,022
Arkansas-Missouri Power Co.	71	31	107	New England Power Co.	19,999	8,840	30,050
Arkansas Power & Light Co.	33,683	14,888	50,611	Mississippi Power & Light Co.	13,377	5,912	20,100
Atlantic City Electric Co.	7,625	3,370	11,457	Missouri Public Service Co.	2,885	1,275	4,335
Basin Light & Power Co.	67	30	101	Monongahela Power Co. (West Virginia)	16,938	7,486	25,450
Black Hills Power & Light Co.	71	31	107	Montana-Dakota Utilities Co.	3,040	1,344	4,568
Boston Edison Co.	14,086	6,226	21,165	Montana Power Co.	11,285	4,988	16,956
California Electric Power Co.	9,240	4,084	13,884	Nantahala Power Co. (North Carolina)	5,111	2,259	7,680
California-Oregon Power Co.	35,324	15,614	53,076	New England Power Co.	23,705	13,130	44,634
Carolina Power & Light Co.	48,695	21,523	73,167	New York State Electric & Gas Corp.	25,858	11,430	38,854
Central Arizona Light & Power Co.	88	39	132	Niagara Mohawk Power Corp.	41,008	18,126	61,617
Central Hudson Gas & Electric Co.	4,385	1,938	6,589	Northern Indiana Public Service Co.	446	180	670
Central Illinois Electric & Gas Co.	4,330	1,914	6,506	Northern States Power Co. (Minnesota)	22,230	9,826	33,402
Central Illinois Public Service Co.	1,705	754	2,562	Northern States Power Co. (Wisconsin)	626	277	941
Central Kansas Power Co.	1,187	525	1,784	Northern Virginia Power Co.	356	157	535
Central Louisiana Electric Co., Inc.	12,055	5,328	18,113	Ohio Edison Co.	70,354	31,096	105,712
Central Maine Power Co.	27,325	12,078	41,058	Oklahoma Gas & Electric Co.	184,882	81,718	277,798
Central Power & Light Co. (Texas)	22,761	10,060	34,200	Oklahoma Gas & Electric Co.	30,383	13,429	45,652
Central Illinois Light Co.	5,378	2,377	8,081	Pacific Gas & Electric Co.	178,544	78,916	268,274
Central Vermont Public Service Corp.	1,187	525	1,784	Pacific Power & Light Co.	75,194	33,236	112,984
Chicago District Electric Gas Corp.	2,640	1,166	3,966	Pennsylvania Electric Co.	24,252	10,719	36,440
Cincinnati Gas & Electric Co.	46,018	20,340	69,145	Pennsylvania Power & Light Co.	59,321	26,220	89,134
Citizens Utilities Co.	739	327	1,110	Pennsylvania Power & Light Co.	11,326	5,006	17,018
Cleveland Electric Illuminating Co.	98,604	43,583	148,159	Pennsylvania Water Power Co.	49,772	2,993	10,193
Colorado Central Power Co.	766	339	1,151	Philadelphia Electric Co.	52,855	23,371	79,448
Columbus & Southern Ohio Electric Co.	19,510	8,623	29,315	Portland General Electric Co.	30,898	13,656	46,426
Commonwealth Edison Co.	33,981	15,020	51,068	Potomac Edison Co.	13,824	6,110	20,771
Connecticut Light & Power Co.	16,676	7,371	25,057	Potomac Electric Power Co.	18,399	8,132	27,646
Connecticut Power Co.	2,058	901	3,062	Potomac Light & Power Co.	2,005	886	3,013
Consolidated Edison Co. of New York	57,512	25,420	86,415	Public Service Co. of Colorado	28,970	12,805	43,529
Consolidated Gas & Electric (Maryland)	24,939	11,023	37,472	Public Service Co. of Illinois	784	331	1,115
Consumers Power Co.	52,460	23,187	78,824	Public Service Co. of Indiana, Inc.	53,018	23,424	79,662
Dallas Power & Light Co.	21,489	9,498	32,289	Public Service Co. of New Hampshire	13,656	6,036	20,519
Delaware Power & Light Co.	27,314	12,073	41,041	Public Service Co. of New Mexico	7,617	3,366	11,446
Derby Gas & Electric Co. (Connecticut)	150	66	225	Public Service Co. of Northern Illinois	341	151	512
Detroit Edison Co.	72,080	31,859	108,305	Public Service Co. of Oklahoma	43,065	19,035	64,708
Eastern Shore Public Service Co. (Maryland)	822	363	1,235	Public Service Electric & Gas Co. (New Jersey)	40,750	18,012	61,280
El Paso Electric Co.	7,308	3,230	10,981	Rockland Light & Power Co. (New York)	9,408	4,158	14,136
Empire District Electric Co. (Kansas)	9,106	4,025	13,682	South Carolina Electric & Gas Co.	24,837	10,978	37,320
Florida Power & Light Co.	48,104	21,262	72,279	South Carolina Generating Co.	20,248	8,950	30,424
Florida Power Co.	28,350	12,530	42,598	Southern Pennsylvania Power Co.	179	79	269
Frontier Power Co. (Colorado)	198	88	298	Southern California Edison Co.	126,041	55,710	189,385
Georgia Power Co.	60,540	26,759	90,965	Southern Indiana Gas & Electric Co.	5,280	2,334	7,934
Gulf Power Co.	12,261	5,419	18,423	Southern Nevada Power Co.	5,233	2,313	7,863
Gulf States Utilities Co. (Louisiana and Texas) ..	23,335	10,314	35,062	Southern Gas & Electric Co.	12,085	5,342	18,158
Hartford Electric Light Co.	20,322	8,882	30,535	Southwestern Public Service Co.	35,759	15,806	53,730
Houston Lighting & Power Co.	37,745	16,683	56,714	Texas Electric Service Co.	30,347	13,414	45,598
Idaho Power Co.	10,827	4,786	16,268	Texas Power & Light Co.	46,743	20,660	70,234
Illinois Power Co.	19,473	8,607	29,259	Toledo Edison Co.	18,468	8,163	27,749
Indiana-Michigan Electric Co.	114,970	50,816	172,750	Union Electric Co. of Missouri	44,092	19,488	66,252
Indianapolis Power & Light Co.	19,430	8,588	28,195	Union Electric Power Co. (Illinois)	5,689	2,514	8,548
Iowa Electric Light & Power Co.	2,272	1,004	3,414	Union Light, Heat & Power Co. (Kentucky)	1,062	469	1,596
Iowa Power & Light Co.	14,973	6,618	22,498	Western Electric & Telephone Co. (Connecticut)	4,665	2,062	7,009
Iowa Public Service Co.	5,128	2,267	7,705	Upper Peninsula Power Co. (Michigan)	75	33	112
Iowa Southern Utilities Co.	4,460	1,971	6,701	Utah Power & Light Co.	2,038	901	3,062
Kansas City Power & Light Co.	10,741	4,748	16,104	Virginia Electric & Power Co.	102,559	45,331	154,101
Kansas Gas & Electric Co.	23,711	10,480	35,627	Washington Water Power Co.	30,020	13,269	45,107
Kansas Power & Light Co.	25,252	11,162	37,942	West Pennsylvania Power Co.	35,734	15,794	53,692
Kentucky Power Co.	715	316	1,074	West Texas Utilities Co.	7,818	3,456	11,747
Kentucky Utilities Co.	6,031	2,666	9,062	Western Light & Telephone Co. (Kansas)	7,137	3,155	10,724
Kentucky-West Virginia Power Co.	286	126	430	Western Massachusetts Electric Co.	3,867	1,498	5,000
Kingsport Utilities, Inc.	1,022	452	1,536	Wheeling Electric Co.	2,134	944	3,206
Knoxville Power Co.	528	233	793	Wisconsin Electric Power Co.	16,957	7,495	25,479
Lake Superior District Power Co.	1,148	507	1,725	Wisconsin-Michigan Power Co.	1,387	613	2,084
Long Island Lighting Co. (New York)	27,687	12,238	41,601	Wisconsin Power & Light Co.	15,423	6,817	23,174
Louisiana Power & Light Co.	30,559	13,508	45,916				
				U.S. total	3,231,788	1,428,436	4,855,972

¹ This understates the case somewhat since the normal life for a number of included projects would be 50 years rather than 33-1/3 years.

NOTES.—Components do not always add to totals because of rounding. Applications under the electric power generation goal were suspended in December 1953; reopened in April 1955 and closed again on Jan. 1, 1956; applications under the

electric transmission goal were closed on Feb. 28, 1957. First certificates were actually issued in June of 1951.

Source: National Rural Electric Cooperative Association (based on data from Office of Defense Mobilization).

To figure out just how the power companies are able to get these tax subsidies it is necessary to understand the electric utility industry.

First of all, power companies are legal monopolies, having been made legal because they are utilities serving the public interest. They have no competition from other power companies, which in effect makes you a captive customer. Moreover, they are guaranteed a profit based on investment and cost of operation, generally 6%. There is no risk of losing their investment, nor losing annual profits.

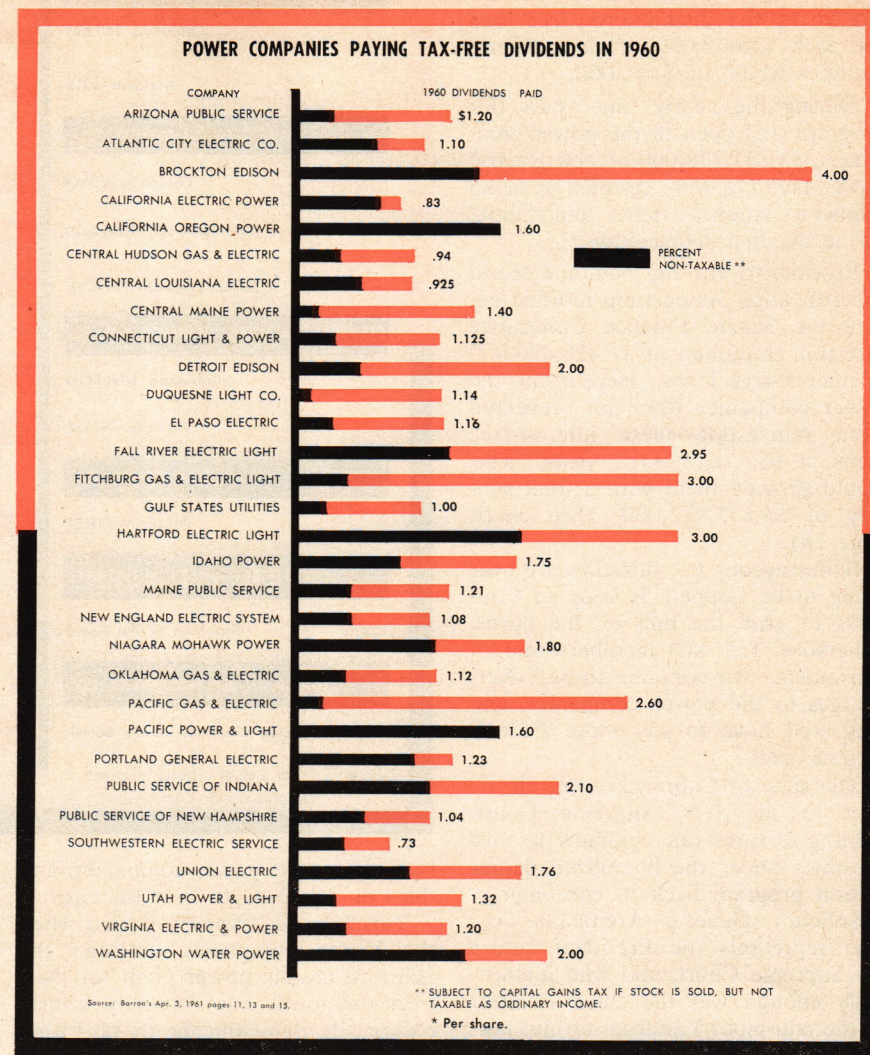
Moreover, the electric business is the fastest growing industry in America today. Allen King, president of the Northern States Power Company and the Edison Electric Institute, told the New York Society of Security Analysts in January that power companies invested \$3.8-billion in new generating facilities and other new equipment in 1958. This represents "one-eighth of the investment made by all American industry during the year," he said.

This fact, along with the others, makes professional economists in-and-out of government scratch their heads as to why the number one basic "growth" industry in America needs these tremendous tax subsidies.

Getting back to how the power companies are able to get these subsidies, the effect of liberalized depreciation is the reduction of the power company income taxes. However, the power company keeps one set of books for income tax purposes, and another set of books to establish the rate per kilowatt-hour that you must pay each month. In the second set of books, the power company uses the straightline depreciation method.

The result of these bookkeeping gymnastics is that the power companies are collecting several million dollars for income taxes from you, using the straightline depreciation method, but paying several million dollars less income taxes to the Federal Treasury because they use the liberalized depreciation method for income tax purposes. The difference between what they collect from you, and what they pay the Federal Treasury amounts to an interest-free loan. This is where the subsidy lies.

The power companies prefer not to call this money interest-free loans. They prefer to call it tax deferrals, which they insist that they must pay



in the later years of the normal life of the facilities and equipment. Assuming that they do pay this tax deferral money to the government later, which they don't because of the "growth" nature of the industry, the power companies still have this money available in the interim years as interest-free loans.

The American Public Power Association's economists contend that there is \$128,740 interest-free loan for every \$1,000,000 of new electric power facilities built under the liberalized depreciation program.

There is nothing to prevent the power company from taking this interest-free loan, and reinvesting. Assuming the power company got 6%, as is its guaranteed profit, over 33½ years, as is the normal life of a generating plant, the net subsidy would be \$473,740 for each \$1,000,000.

The Federal Power Commission reported last month that at the end of December 1960 power companies had

accumulated \$364,618,759 in interest-free loans under the liberalized depreciation program. You figure it out!

Many of the power companies are using the interest-free loans (or tax deferrals) to pay dividends to stockholders. The interesting thing about these dividends is that the stockholder is notified that they are tax-free, and hence Uncle Sam does not get his cut.

The power companies call these tax-free dividends "a return of capital" to the stockholders. It doesn't take a college education to figure out that the "capital returned" is not the investment made by the stockholder, but is actually over-charges you paid in your electric bill. (See chart, page 29).

The accelerated depreciation program works much in the same manner that it did until Congress closed it to power companies in 1959. The National Rural Electric Cooperative Association contends there is an annual interest-free loan of \$88,400 for

each \$1,000,000 of new electric power facilities covered by this program. Since the accelerated period was for five years, the total interest-free loan for each \$1,000,000 of new electric facilities would be \$442,000.

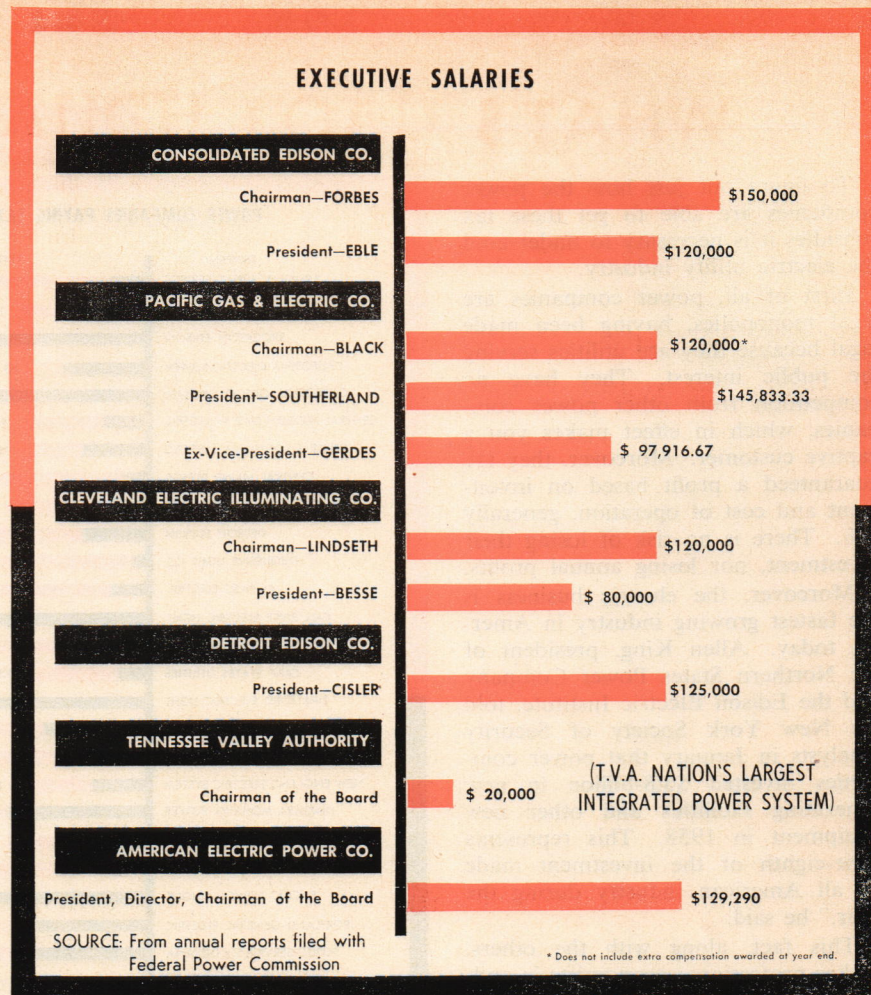
During the nearly nine years this program was open to the power companies, \$3,231,778,000 of new electric power facilities were certified as being related to national defense, and eligible for accelerated depreciation.

Economists for the National Rural Electrification Association testified before the Senate Finance Committee that this amounted to \$1,428,436,000 in interest-free loans. Here again, the power companies were not prevented from reinvesting these interest-free loans at 6% over 33½ years. This would provide them with a total subsidy of \$4,855,972,000. (See chart, page 28).

If outrageous tax subsidies are ever going to be stopped, it is up to Congress to grab the bull by the horns. Otherwise, Teamster members, and all consumers, will continue to pay overcharges to the power companies, and may well have to pay more Federal income taxes.

The state of California went all the way to the U.S. Supreme Court, fighting to force one company to turn subsidies under the liberalized depreciation program back to consumers.

Solicitor General Archibald Cox, who represents the President before the Supreme Court, and who interestingly enough was the chief architect of the anti-labor Landrum-Griffin law,



took up for the power companies, and the Court refused to hear the case.

This belated "expose" started when the power companies defeated the Hanford atomic power plant for their own unknown, but definitely selfish, reason. It is significant to note that

the Hanford atomic plant would have cost taxpayers only \$95 million as compared to nearly \$5 billion in tax subsidies received by the power companies from accelerated depreciation alone. It is up to Congress to determine where these subsidies will stop.

Three Million Accident-Free Miles



A Governor's citation for safe driving went recently to these members of Teamster Local 135, Indianapolis, for a 31-day period of 3,024,762 accident-free miles in a nine-state area served by their company, Yellow Transit Freight Lines. Pictured at the ceremony (1st row, left to right) Harold Eakle, Local 135 business agent; Frank Warren, 135 vice president; Indiana Governor Matthew E. Welsh; George Powell, board chairman, Yellow Transit, and his grandson; Mark Robeson, Yellow Transit; Les Petty, a

terminal manager. (2nd row) Teamsters Ed Long, Kenneth Routson, Pete Toth, Bob Carmick, Maurice Chevalier, Al Lees, R. Hendricks. (3rd row) John Flynn, R. Fitzpatrick, Forrest Skiles, James Richardson, F. Callahan, Ralph Dyer, Bill Applegate, Bob Shepherd, Louis Flynn, Wayne Henderson. (4th row) Red Matheson, Gerald Ross, Carl Hughes, J. Hendrixson, Vic Cook, James Dee, Gene Menser, Palm Driver. A tip of the hat to these "knights of the road."

WHAT'S NEW?

Hand Cleaner that Cleans without Water

A boon to shop men and anyone who works with his hands is a new waterless hand cleaner that really removes grease, carbon, paint or any other soil from hands. A semi-solid, creamy substance, it is available in one gallon containers by a Pittsburgh concern.

Emergency Air Tank Eliminates Pump

Eliminating the old hand tire pump is a new emergency air tank to add extra air a tire may need along the road. The tank is brief-case size and includes a pressure gauge. It is produced in South Dakota.

Tiny Battery Checker Is Transistorized

The last word in convenience for checking batteries is a pocket-sized, transistorized battery checker. This 12-volt unit with its short coil cable can check the voltage of a battery in moments.

Mobile Antenna System Gives Full Coverage

The ring-type design of a new mobile antenna system prevents it from snagging on trees, wires or garage doors. This boundary antenna provides continuous coverage over all 25-157 mc bands with full omni-directional coverage in the horizontal plane. It sits, halo-like, only an inch above the vehicle's roof.

New Features of Brake Drum Silencer Band

A slide-on clip replacing the spring connector of other models is a feature

of a new brake drum silencer band made of Buna N. It is claimed that this band does a better job of deafening vibration and resisting brake fluid, oil and heat. The split-center band design also gives closer band-to-drum contact.

Assures Brake Power In Air System Failure

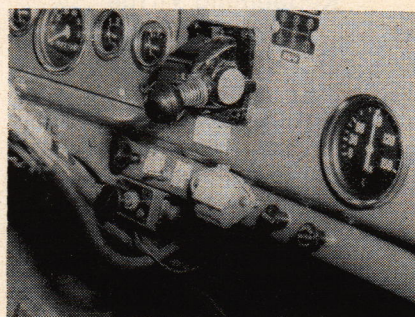
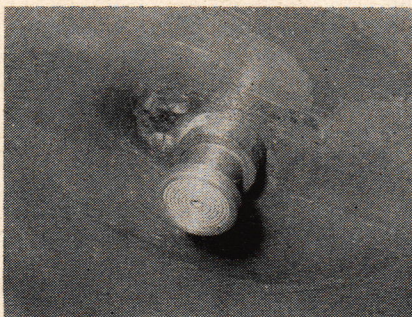
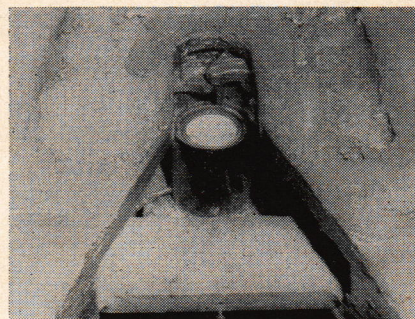
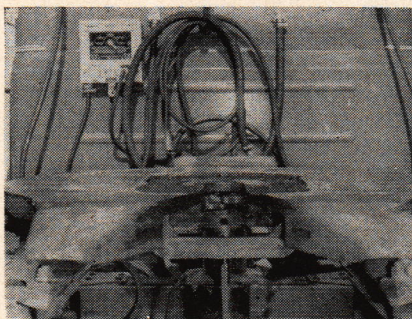
Even when part of the air system fails, there is a new air-brake safety device that assures continued braking power for trucks and buses. In operation, dual valves are fed by separate air storage tanks and each feed

line has a check valve so that either tank will immediately provide braking power in case of air loss from the other tank. A single pedal operates both these two independent air systems. An added feature of the unit is an adjustment which varies pressure output from side to side to balance the braking effort.

Waterless Decal

A Cleveland firm is offering the simplest waterless decal yet. A true lacquer application, it is merely pressed onto a clean surface without water or special preparation.

New Automatic Coupling System



A Chicago firm is presenting an automatic tractor-trailer coupling system that requires no change in the present brake circuit in the tractor and trailer and leaves all present built-in safety features unimpaired.

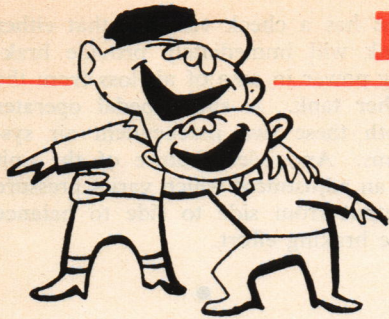
The automatic coupling operates as follows: After the tractor backs into the trailer, it automatically couples two air-lines and the electrical circuitry. The driver then raises the dolly wheels on the trailer from the cab. Upon disengaging the trailer, the driver lowers the dolly wheels, automatically uncouples air and electrical circuitry, pulls the locking pin to the king pin jaw and then pulls away.

The manufacturer says that parts have been kept to a minimum and maintenance is easy. The unit is completely compatible with present equipment. In other words, an automatic

tractor could operate with a manual trailer and vice versa. A fleet could be converted in stages.

The advantages incorporated in the use of this unit are listed as: 1) it eliminates physical cranking of the dolly wheels, so the trailers can be spotted closer together; 2) it does away with hooking and unhooking of lights and air and the danger of the driver forgetting to hook up; 3) the safety factor of not walking on greasy and sometimes icy tractor cat-walks to hook up hoses; 4) the time saving factor is approximately seven minutes for each hook up; 5) sharp turns can be made with no danger of snapping hoses.

This conversion kit can be easily installed without special tools. There is only one addition control knob added to the cab dash.



LAUGH LOAD

Free Enterprise

It's a tough world for the American businessman. Everytime he comes up with something new the Russians invent it a week later, and the Japanese make it cheaper.

Not My Affair

Traffic Rate Clerk: "Why is it your vacations never seem to concern you much?"

OS&D Clerk: "It's really very simple. The boss here says when and the boss at home says where."

Redeeming Virtue

The preacher was having a heart-to-heart talk with a backslider of his flock, whose drinking of moonshine invariably led to quarreling with his neighbors, and occasional shotgun blasts at some of them.

"Can't you see, Ben," intoned the parson, "that not one good thing comes out of this drinking?"

"Well, I sort of disagree there, reverend," replied the backslider. "It makes me miss the folks I shoot at."

Another World

"I can't figure it out," said the small boy trying to get his dad to help him with his arithmetic. "If a carpenter was paid \$3 a day, how much did he earn in four days?"

"No wonder you can't figure it out," replied his father. "That's not arithmetic—that's ancient history!"

Please Oblige

The meek little man approached a policeman on the street corner.

"Excuse me, officer," he said, "but I've been waiting here for my wife for over an hour. Would you be kind enough to order me to move on?"

Sweet Kid

The husband said contentedly to his wife, "You know dear, our son is really a very nice little boy."

"Oh?" asked the wife.

"Uh-huh," said the husband, adding: "Why just tonight he stopped watching television in order to help me with his homework."

At Least Three

There are three things the average man believes himself capable of doing superbly well: Singing tenor, managing a baseball team, and making driver license rules.

Mature Tastes

As a girl gets older, her taste in men changes from bulging muscles to bulging wallets.

Makes a Difference

Mister (exuberantly): A man is never older than he feels. Now this morning I feel as fresh as a two-year-old.

Missus: (sweetly): Horse or egg? — Typo Graphic

Under Full Sail

Susie—I am through with sailors.

Betty—Yeah, me too. They start out by holding your hand, and pretty soon they are trying to shuffle the whole deck.

Test Your IQ

A bright little idea that came to birth in a Cincinnati union hall may soon be in use from coast to coast. The janitor in the union hall got tired of picking up soft drink bottles all over the building and lugging them back to the crates next to the dispensing machine. He brooded about it, and then one day put a small hand-lettered sign on the soft-drink machine: "Test Your IQ—Put the Round Bottle in the Square Hole."

The results were miraculous.

Moon Talk

Scientists say that a woman driver will probably be the first human to be sent to the moon. (This is probably on the assumption that they can hit anything.)

—Table Talk

Doubly Effective

Glasses have an amazing effect on vision—especially after they have been filled several times.

Scare Headline

Nikita Khrushchev almost turned around and went back when he picked up a New York sports paper which headlined, "Reds out of the race. Pirates are out to scalp the Yanks."

Misrepresented

Young lady motorist—It's snowing and sleeting and I'd like to buy some chains for my tires.

Clerk—I'm sorry—we keep only groceries.

Motorist—How annoying! They told me this was a chain store.

Don't Wait For Me!

Two Cajans got into a hot argument and decided to settle things the way they do in the old country—with guns.

On the appointed morning, Francois was on hand with his pistol, second and his physician. After about an hour a messenger arrived with a telegram from Boudreaux.

"Dear Francois," it read, "if I am late don't wait for me. Go ahead and shoot."

One of a Kind

A housewife called in a plumber, and while he went to work fixing the kitchen sink, the cat watched with deep interest.

"That's quite a cat you have," the plumber remarked, "Seems to know just what is going on."

"Yes," agreed the woman. "It's a Siamese, you know."

"A Siamese, eh?" said the plumber. Then, glancing around the kitchen, he asked, "What happened to the other one?"

Amen

During one of those recent blistering hot days one of our dispatchers and his family were entertaining guests for dinner. When all were seated, the dispatcher turned to his six-year-old son and asked him to say the blessing.


"But, Daddy, I don't know what to say," he protested.

"Oh, just say what you've heard me say," the lad's mother chimed in.

Obediently, he bowed his little head and said: "Oh, Lord, why did I invite these people here on a hot day like this."

FIFTY YEARS AGO

in Our Magazine



(From the November, 1911, issue of The Teamster)

Letters and Gunpowder

Unusual as it may seem, an American newspaper once came to the aid of some poor working men, according to a report in the November, 1911, official magazine.

The paper was the Boston Traveller and the men in question were sixteen veteran letter carriers who had been pushed from their jobs because they no longer could sort letters fast enough to suit the postal officials.

● Mind you, they weren't fired, they were just told that they were being downgraded because younger men could sort letters faster and thus they would incur a drop in pay.

These men, some of them with over 50 years' service, were called in and were told that the Post Office grading system had now relegated them to second class status. To begin with they only received \$1,200 a year and now this would be reduced to \$1,100. Naturally the men had no other alternative but to take the cut since there were no provisions for pensioning of aged or disabled employees such as soldiers and sailors received.

The Boston paper wondered aloud in its editorial why men such as these were not rewarded for "service of such unexampled length and fidelity so that their declining years could be spent in honor and ease, or providing them with the alternative to continue in the harness or

amply provide for these men if they decide to drop out."

The Traveller then compared the fate of the above men with our armed forces veterans:

"The United States government, while generous with its soldiers and sailors is notoriously heartless with its departmental employees.

"When practically every veteran soldier who enlisted in the civil war draws a pension, whether he saw service or not, it seems strange that the government has yet made no provisions for taking care of its veteran soldiers of peace."

Everywhere the Poor

President Tobin had just returned from a voyage to England as a delegate to the British Trades Congress. He spoke of his trip aboard the Cunard Steamship Company vessel as most pleasant. This in spite of some adverse criticism of the line that he said he had heard. President Tobin remarked that he was treated with every courtesy, as was everyone who made the trip, regardless of their class ticket.

In England our president brought back some somber impressions on the state of the working men and women over there.

"The conditions of the working people in the British Kingdom in the large cities which I visited is far inferior to ours and there is more poverty and destitution in the cities in England, Scotland and Ireland than in any of our American cities. I saw more ragged and barefoot children in Liverpool than I ever saw in New York City," President Tobin said.

During his visit to England and Ireland President Tobin had the opportunity to visit first hand the "cartmen," the English equivalent of our own teamsters. The discussions on these occasions invariably revolved around to a comparison of wages in the two countries.

"I had several opportunities of talking with the men who represent our craft in Liverpool, London, Dublin and Cork and they were very much encouraged with the report I gave them of our country. I found what I considered good teamsters and chauffeurs working in London for eighteen shillings a week, which means in American money about \$4.50.



"I asked many of them in England and Ireland why they did not try to get to this country. The general answer was that they had to stay there because they could never save enough money to get out and come to America. It makes one feel bad to see these men with brains and intelligence unable to make a decent living."

Bread from their Mouths

Curiously enough, Washington, D. C. was the scene of a dispute not unlike the one reported in last month's Teamster concerning an NLRB decision to force milk drivers to carry bread.

Fifty years ago Bakery Wagon Drivers were fighting the Merchant Bakers Association to do away with the practice of so-called "special delivery" calls. In this instance, a driver was sometimes forced to go out after he was finished his regular run to carry extra milk to a customer. For this extra trip he received no commission.

Other items in the dispute with the association concerned the rearrangement of routes that sometimes led to the displacement of drivers. The union said that drivers on a route that is rearranged be paid a minimum of \$25. This was to combat any ideas the association might have had about rearranging their routes and putting non-union drivers in at reduced rates.



'OPERATION HOPE'

Needs Your Help



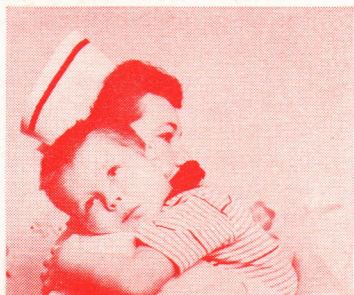
In accordance with a mandate from the 18th convention, DRIVE, the Teamsters Union legislative and political education arm, is engaged in a full-scale campaign to enlist members to help build a precinct-by-precinct action organization to protect workers' interests at the local, state and national levels. **YOU NEED DRIVE and DRIVE NEEDS YOU!**

Teamster members face a big fight ahead to protect from destructive legislation gains they now enjoy by union contract.

You can fight best only through DRIVE. Join today. Be a full-time fighter in OPERATION HOPE. You'll help your Union help you—and you'll also be helping the City of Hope, famous medical center, in its battle against cancer and other catastrophic diseases.

YOURS *Free*

An exquisite perfume-filled atomizer will be presented with each **ACTIVE DRIVE MEMBERSHIP** card. Atomizers are made available as gesture of appreciation from DRIVE and the City of Hope—co-partners in OPERATION HOPE. (Help Our Political Education.)



CITY OF HOPE

Non-profit and non-sectarian, the City of Hope medical center in California is engaged in long-range research into cancer and other dread diseases. It has long been supported by many labor groups.

**JOIN
DRIVE
NOW**

Your shop steward, local union officer or business agent will take your membership application. Active membership in DRIVE is \$3.